REGISTERED No. 61—1871.

The Bombay Gazette.

No. 7,338.—New Series. BOMBAY:—THURSDAY, AUGUST 15, 1872. Subscription in Advance { For a Year .....Rs. 42 / For Six Months.....Rs. 24 } Including Postage.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Gazette*, in advance, for Town and Country, are now on the following reduced scale:—

One Year, *in advance*	Rs. 42
Half Year „	„ 24
Three Months „	„ 14
One Month „	„ 5

For a Weekly Subscription, in advance, of Rs. 1-8-0, the *Gazette* is now delivered each morning at any address in town, or posted free to any address Up-country.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—	
First insertion	Rs. 5 0
Second do	„ 2 8
Third do	„ 2 8
Fourth and succeeding insertions	„ 0 2½ As.

line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
Second do.	4½ „ „
Third and succeeding	2½ „ „

In the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time, special contracts may be made.

Domestic Occurrences: Each—Rupee 1.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

OVERLAND ROUTE.

On Friday, the 16th August, at 3 P.M., from Mazagon.

THE P. & O. Co.'s S. S. NUBIA, 2,005 tons, and 450 H.P., Captain W. B. Hall, will LEAVE for SUEZ as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Venice, Southampton, &c.

Cargo can also be booked through to Messina, Naples, Leghorn, Genoa, Trieste, Odessa, Constantinople, Ancona, Marseilles, Havre, Liverpool, London and New York.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or Canal, in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon on the day of the Steamer's departure, before 10 A.M. in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon 1.3 P.M., precisely, on the day of sailing.

GEORGE F. HENRY, Superintendent.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Monday, the 26th August, at 3 P.M., from Mazagon.

THE P. and O. Co.'s S. S. TRAVANCORE (1,900 tons and 400 H.P.), Captain C. H. Eastley, will be dispatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's office before noon, on Friday, the 23rd August.

GEORGE F. HENRY, Superintendent.

VIA SUEZ CANAL.

THE Peninsular and Oriental Company intend to DESPATCH the following STEAMERS from SOUTHAMPTON to BOMBAY, via the Suez Canal:—

RINDOSTAN	3,115 Tons,	600 H.P.	29th August.
HYDASPES	2,723 „	450 H.P.	23rd September.
MIRZAPORE	3,763 „	600 H.P.	3rd October.
KHEDIVE	3,742 „	600 H.P.	17th „
PEKIN	3,777 „	600 H.P.	7th November.

GEORGE F. HENRY, Superintendent.

WILSON LINE.

LIVERPOOL via SUEZ CANAL.

S.S. HIDALGO, 1,800 TONS.

THIS Fine New Steamer, specially built for the East India Trade, will be DESPATCHED as above early in SEPTEMBER.

The accommodation is amidships and well ventilated. The Cabins contain only two or three berths each, so that overcrowding will be avoided. A Surgeon and a Stewardess are carried.

FARE, EXCLUDING OF WINES, &c.

FIRST CLASS TO LIVERPOOL ..... Rs. 500
„ „ SUEZ ..... „ 300

For further particulars apply to

GRINDLAY, GROOM, & Co.

1st August 1872.

STEAM COMMUNICATION WITH ITALY.

(VIA SUEZ CANAL.)

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

The regular Steamers leave

GENOA and BOMBAY on the 24th, on the 1st of each month.

PASSENGER RATES.

Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
To Aden	£22	£15		
Suez	36	22	8	
Port Said	38	24	9	
Alexandria	39	25	9-10	
Messina	50	34	14	Including Wines.
Naples	50	34	14	
Leghorn	50	34	14	
Genoa	50	34	14	
Marseilles (transhipment at Genoa)	52	35	14-10	Without Food.

Children under 3 years, free of charge.
Children not above 10 years, half fare.
Next Steamers from Bombay:—

INDIA, on SUNDAY, 1st September 1872.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For Hand-books of Information, Rates of Freight, &c., apply to

VOLKART BROTHERS,
Agents Rubattino Steam Navigation Company.

Bombay, 30th September 1871.

Under Contract with Government.

THE BROACH and GOGO STEAM FERRY will COMMENCE PLYING immediately after the S. W. MONSOON.

J. A. SHEPHERD.

No. 33, Meadow Street, Bombay.

OILS, PAINTS, COLOURS, & VARNISHES

of the celebrated Brand of
BLUNDELL, SPENCE & CO.,
London,—England.

Spurious goods being constantly offered in the Bazaars purporting to be ours and bearing fraudulent imitations of our Trade Marks and Labels, Dealers and others are hereby cautioned against trading in same, and Consumers are requested to communicate any complaints to the Undersigned, our Sole Agents in the East.

BLUNDELL, SPENCE & Co.,
Agents HUGH D. FISHER & Co.,
Elphinstone Circle, opposite Custom House.

All goods bear our name with Trade Mark, a Cross in a Garter enclosing 3 Crowns and a Dagger, and can be obtained of all respectable dealers.

TIME-PIECES.

"OEIL-DE-BŒUF,"
HANGING EXCELLENT TIME-KEEPERS.
PATENT LEVER.
EIGHT DAY.

"SKELETON,"
WITH GLASS DOME AND STAND.
EIGHT DAY.

"MARINE,"
VERY SERVICEABLE,

CLOCKS and TIME-PIECES
OF EVERY DESCRIPTION TO BE HAD AT
FAVRE, LEUBA, & Co.'s,
Elphinstone Circle.

JOB PRINTING in all its BRANCHES.—

Ornamental Printing in Colours and in Gold. Bills, Broadsides, Theatrical and Musical Programmes, Cards of all descriptions; Banking and Mercantile Ledgers, Memo. Heads, &c., &c., Machine-ruling and Paging, and Book binding. Estimates forwarded on application to the Manager.

Bombay Gazette Steam Press.

ADVERTISING AT RAILWAY STATIONS.

THE Proprietor of the "Bombay Gazette" Press having leased (among other privileges) from the Great Indian Peninsula Railway Company, and the Bombay, Baroda, and Central India Railway Company, the exclusive right of advertising at all the Railway Stations belonging to these two Companies, is prepared to contract with parties desirous of posting Notices or Advertisements on the lines.

The announcements may be in English or in any of the Native languages.

The advantages which Railway Stations present as a means of bringing intimations of all kinds before the Public have been demonstrated in England by the extensive use which is made by Advertisers, of every station, great and small, along every line in the United Kingdom.

Insurance Companies, Shipowners, Hotel-keepers, Merchants, Traders, and others who wish to force their business on the notice of the Public, all alike value the privilege of Railway Station Advertising.

There is no reason why the privilege should not be also especially valuable to Advertisers in India. Looking to the great and increasing number of Native Railway Passengers on the two trunk lines of Western India, native merchants, traders, &c., seeing that they have the privilege of advertising in their own language, would find the publication of their announcement at Railway Stations a decided means of extending their business.

And as nearly half a Million Travellers arrived in India now Land at Bombay, and proceed by the G. I. P. or B. B. and C. I. Railways to their destination, Placards exhibited at the different Stations on those lines are every day becoming more and more valuable as means of bringing the Advertisers' business to the notice of the Public.

Advertisers can select the Stations, on either line, at which they wish their Placards posted, and may advertise for any period that may be agreed on. The charges have been fixed on an extremely moderate scale to encourage Advertisers to make a liberal use of the new means now offered of making announcements known to the Public.

Placards, according to the taste of Advertisers, may be printed at the "Bombay Gazette" Press.

SALES BY AUCTION.

CRAWFORD and COMPANY,
3, MARINE STREET, BOMBAY.

NOTICE.

The Sale of the Property near Pinjrapore advertised to take place on MONDAY last, was not held owing to the Hindoo Sravun Festival on that day.

SALE OF VALUABLE LANDED PROPERTIES.

NOTICE is hereby given, that (unless previously sold by private contract) a sale by Public Auction will take place on the dates hereafter named, by order of the mortgagee, of the undermentioned properties, in two lots, on their respective premises.

For particulars and conditions of sale apply to the Undersigned, at No. 50, Parsee Bazaar Street, in the Fort of Bombay.

The sale will be conducted by Messrs. CRAWFORD & Co.

Firstly.—THIS DAY, THURSDAY, the 15th inst., at 4 P.M., precisely, on the premises, all that piece of land situate at Pinjrapore road, in the sub-district of Bhooleshwur, in the town of Bombay, with the messuage, tenement, or dwelling-house (Nos. 89 and 90) thereon erected, bounded on the east by Pinjrapore road aforesaid, on the west by a sweepers' passage and the property of the Pinjrapore, on the north by the property of the Pinjrapore, and on the south by the property of the Pinjrapore, containing by admeasurement 659 5-9th square yards or thereabouts, and which said premises were formerly in the possession of the said Jamsetjee Cursetjee Buttewalla and others, and are now in the possession of the said Dinshaw Manockjee and his tenants.

DESIRABLE SITES FOR BUNGALOWS IN POONA.

TO LAND INVESTORS.

To be sold, that portion of ground lying on the bank of the Moola Mootа, one mile from the G. I. P. Railway Station of the City of Poona.

On MONDAY, the 19th instant, at 4 P.M., Messrs. CRAWFORD and Co will sell on the premises, near Poona, the following valuable properties:—

Lot No. 1.

Situated near the village of Bhamboorday, Taluka Haveli, Zila Poona, is registered in the books of the Collector of Poona under No. 33. It contains by admeasurement 3 acres and 24 goontas, and is bounded as follows, viz:—

On the east by the river and Borahs garden, on the west by the high road, on the south by the property of Eduljee Nusserwanjee Colabawala, Esq., and on the north by the property of Dinshaw Manockjee Petit, Esq.

Lot No. 2.

Registered under No. 173, contains by admeasurement 4 acres and 22 goontas, and is bounded as follows:—

On the east by the railroad, on the west by the road to Kirkee, on the south by the properties of Eduljee Nusserwanjee Colabawalla, Esq., and Dinshaw Manockjee Petit, Esq., and on the north by the property of Bajaram Sheetoray.

Lot No. 3.

Registered under No. 6, contains by admeasurement 3 acres and 3 goontas, and is bounded as follows:—

On the east and west by the high road, on the south by the property of Eduljee Nusserwanjee Colabawalla. Esq., and on the north by the property of Dinshaw Manockjee Petit, Esq.

Lot No. 4.

Registered under No. 10, contains by admeasurement 37 goontas, and is bounded as follows:—

On the east by the high road, on the west by the railroad, on the north by the properties of Dinshaw Manockjee Petit and Eduljee Nusserwanjee Colabawalla, Esqs., and on the south by the high road and the property of Eduljee Nusserwanjee Colabawalla, Esq.

The land is bounded on the east by the river, the descent to which is by a magnificent flight of steps or ghat constructed of durable hewn stone, and this, together with the irrigation works, were executed at the same time by the late proprietor at a cost of Rs. 50,000. The adjacent properties and bungalows are those of Dinshaw Manockjee Petit and Eduljee Nusserwanjee Colabawala, Esqs., &c. &c., the river side being here studded with many villas. About a stone's throw from this land is situated the Engineering College. The property is divided into four lots: Nos. 2 and 3 portions are intersected by the Bombay and Poona Railway: No. 1, which consists of 3 acres and 24 goontas, affords a splendid site for the villa of a wealthy native gentleman or a Government office, and may ultimately be purchased for the railway or other purposes. The greater part of the ground is under cultivation, and the soil is adapted for the growth of the usual Indian products.

SALE OF A MAGNIFICENT BATCH
OF
REAL PEARLS.

On WEDNESDAY, the 21st instant, at 2 P.M., Messrs. CRAWFORD and Co. will submit to Public Auction, at their Rooms—

A RARE ASSORTMENT
OF
BEAUTIFUL PEARLS,

suited for all description of Jewellery, and varying in size from 2 chows to 150 chows weight each. They are divided into lots of convenient size, and can be inspected daily.

CRAWFORD & Co.

Bombay, 15th August 1872.

NEW ADVERTISEMENTS.

GRANT ROAD THEATRE.

GRAND OPENING NIGHT
OF
LEWIS'S
DRAMATIC COMPANY.

MONDAY, 19TH AUGUST.

The largest Dramatic and Burlesque Corps that has ever visited Bombay, consisting of the following talented Artists:—

Mrs. G. B. W. LEWIS.
Miss CARRY GEORGE.
Miss JULIA EDOUIN.
Mrs. J. R. TAYLOR.
Miss EMMA ROGERS.
Miss EMMA NELSON.
Miss CARRY MAY.
Mrs. R. W. LAWRENCE.
Mrs. GEORGE ANDERSON.
Mrs. J. R. TAYLOR.
Mrs. G. H. LEONARD.
Mrs. CHARLES HERBERT.
Mrs. PETER MANSERGH.
Mrs. J. H. DEARWYN.
Mrs. W. H. JAMES.
Mrs. FRYBERGER.
Mrs. GILLET.
Mrs. PARKES.
Mrs. CORNWELL.

THE PROGRAMME WILL APPEAR IN TO-MORROW'S PAPER.

TICKETS AT SOUNDY, BRESLAUER, & Co.'s, WHERE A PLAN OF THE THEATRE MAY BE SEEN.

G. B. W. LEWIS, Proprietor.

PATENT RUBBER STAMPS,

THE BEST HAND-PRINTING STAMP IN THE WORLD:

EVERYBODY SHOULD USE THEM,
FOR STAMPING ON ANY THING AND EVERY THING.

Agents:—

Calcutta	Messrs.	W. NEWMAN & Co.
Poona	„	FRANK ORR & Co.
Agra	„	HULSE and NEPHEW.
Benares	„	E. J. LAZARUS & Co.
Jubbulpore	„	F. PERRET & Co.
Allahabad and Mussoorie	„	J. L. LYELL & Co.

AGENTS WANTED IN OTHER LARGE STATIONS.

SOUNDY, BRESLAUER, & CO.,
SOLE AGENTS, BOMBAY.

NOTICE.—SEALED TENDERS will be received at the Office of the Undersigned up to 2 P.M., on SATURDAY, the 17th instant, from parties willing to undertake the Contract for MAKING CERTAIN ADDITIONS and IMPROVEMENTS to the EUROPEAN GENERAL HOSPITAL in Fort George.

The Plan and Specifications of the Works can be seen, and other particulars learnt, on application during Office hours.

Tenders are to be made on printed forms only, which will be supplied from this office.

KAHANDAS MUNCHARAM,
Executive Engineer, Presidency.

Office of Executive Engineer, Presidency,
Bombay, 14th August 1872.

NOTICE.—WANTED, by the Commissioners for making Improvements in the Port of Calcutta, an ASSISTANT ENGINEER. Applicants, in addition to having the qualification of a good Office Assistant, must possess a thorough knowledge of Iron Work and Mechanical Engineering.

Applications, accompanied by copies of testimonials, should be forwarded to the Office of the Commissioners, 6, Commercial Buildings, Calcutta.

G. H. SIMMONS, Secretary.

ARTISTS' MATERIALS,

Manufactured by
WINSOR AND NEWTON.

Detailed Catalogues on application to the Agents,

TREACHER & Co. (Limited).

TOBACCOS.

	Cash. Rs. a.	Credit. Rs. a.
WILLS' CELEBRATED BRISTOL; Bird's Eye, Cut Cavendish, Latakia, and Smoking Mixture, per tin	1 0	1 2
REAL TURKEY, for Cigarettes, per tin	1 8	1 12
TREACHER'S "Passing Clouds" Cigarettes, box of 100	2 8	2 12
VIRGINIAN TOBACCOS, of "El Dorado" and "Milo Rido" brands, per lb	3 0	3 8
Do, do. SUN CURED "Fruits and Flowers" in foiled round sticks, 16 to the lb. box	2 8	3 0
VIRGINIAN GOLDEN LEAF HONEY DEW of the celebrated "Histori" brand, per lb	3 0	3 8

Liberal reductions to purchasers of large quantities.

TREACHER & Co. (Limited).

CAUTION.

STEEDMAN'S SOOTHING POWDERS,
for Children cutting their Teeth. Purchasers are requested to
BEWARE OF IMITATIONS
of this Medicine, and to observe, in every case, that the works "JOHN STEEDMAN, CHEMIST, WALWORTH, SURREY," are engraved on the Government Stamp affixed to each packet, without which none are genuine. Sold by all Chemists and Druggists in Bombay, in Packets.

NOTICES.

NOTICE.—Any person indebted to or having claims against the ESTATE of the late Capt. GORDON FORBES BIRDWOOD, (Bombay Staff Corps), Superintendent of Police, Surat, is requested to communicate with the undersigned within one month from this date.

JOHN MILES, Lieut.-Col.,
President Committee of Adjustment.

Surat, 30th July 1822.

BOMBAY FIRE INSURANCE COMPANY (Limited).—The above Company is prepared to EFFECT INSURANCES on the most favourable terms current in Bombay, and in addition return insurers 2 per cent. of the Premiums on Yearly Policies, and 2½ per cent. of the Premiums on Policies for Shorter Periods.

FORBES & Co.,
Secretaries and Managers.

INSURANCE.

THE UNDERSIGNED are prepared to accept every description of FIRE and MARINE RISKS in the following Offices at most favourable terms. Particulars can be ascertained on application:—

FIRE INSURANCE.
The London and Lancashire Fire Insurance Company.
„ Samarang Fire Insurance Company.
„ Transatlantische Fire Insurance Company.

MARINE INSURANCE.
The Batavia Sea and Fire Insurance Company.
„ China and Japan Marine Insurance Company.
„ Rhein Wess ph. Lloyd's Transport Insurance Company.
„ Samarang Sea Insurance Company.
„ Swiss Lloyd's Transport Insurance Company.
„ Vaterlandische Transport Insurance Company.

VOLKART BROTHERS, Agents.

NOTICE.—TENDERS are invited for the CONSTRUCTION of a MASONRY BRIDGE of seven Arches sixty feet Span each, across the Moota River at Poona.

Plans and Specifications can be seen at the Executive Engineer's Office, Poona and Kirkee, up to the 20th August 1872, inclusive, the latest date for the receipt of tenders.

A. U. H. FINCH, Lieut.-Col., R.E.,
Acting Executive Engineer, P. & K.

Poona, 18th July 1872.

PALLETHODOO ESTATE in THAVELAGERIMCORNAD of the KIGGUTNAD TALOOK in the Province of COORG.—NOTICE is hereby given, that an APPLICATION has been made by J. R. W. C. DAWSON for permission to resign to Government a portion of the ESTATE described above. Any person or persons interested in the Estate who may object to the resignation being accepted are hereby required to make known their objections to the Undersigned within six months from the date of this Notice, on the expiry of which period the application in question will be finally disposed of.

H. G. THOMSON,
Officiating Superintendent.

Coorg Superintendent's Office, Mercara, dated 30th July 1872.

THE BANK of BENGAL will be CLOSED on MONDAY and TUESDAY, the 19th and 20th instant, on account of the COCOANUT HOLIDAYS.

For the Bank of Bengal,
G. W. MOULTRIE, Agent.

Bombay, 9th August 1872.

NEW BANK OF BOMBAY (Limited).—The BANK, PUBLIC DEBT OFFICE, HER MAJESTY'S TREASURIES, and GOVERNMENT SAVINGS' BANK, will be CLOSED on MONDAY and TUESDAY, the 19th and 20th instant, on account of the COCOANUT HOLIDAYS.

By Order of the Board of Directors,
M. BALFOUR,
Secretary and Treasurer.

Bombay, 7th August 1872.

NOTICE.—The undermentioned BANKS will be CLOSED on MONDAY and TUESDAY, the 19th and 20th instant, on account of the COCOANUT HOLIDAYS:

For the Oriental Bank Corporation,
J. F. MOIR, Agent.
For the Chartered Mercantile Bank of India, London, and China,
ROBERT CAMPBELL, Agent.
For the Chartered Bank of India, Australia, and China,
JAMES DOUGLAS, Agent.
For the Comptoir D'Escompte de Paris,
H. DUVAL, Manager.
For the National Bank of India (Limited),
WM. J. BAKER, Acting Manager.
For the Agra Bank (Limited),
FRED. T. ATKINS, Offg. Manager.
For the Hongkong and Shanghai Banking Corporation,
R. STEVENSON, Agent.

Bombay, 6th August 1872.

HUGH D. FISHER and CO.

Indents received for Metals of all kinds.

DRYSALTERY, CHEMICALS, DYES,
WINDOW GLASS, KEROSENE LAMPS, &c.

Elphinstone Circle, opposite Custom House.

HUGH D. FISHER & Co. have on SALE, now landing, BLUNDELL, SPENCE & Co.'s celebrated RAW and DOUBLE BOILED LINSEED OIL, DOUBLE REFINED COLZA OIL for Lighthouses, Railways, &c., PURE SPERM OIL, Sounder, RED LEAD, warranted pure, WHITE LEAD and COLOURED PAINTS, DRY COLOURS, assorted, COACH BUILDERS', PAINTERS', and RAILWAY VARNISHES, specially prepared for India and guaranteed to stand the Climate.

Elphinstone Circle, opposite Custom House.

BULL'S PATENT HAND DREDGER, for SINKING WELLS through Sand in any position and to any depth.

For Sinking Irrigation Wells and for periodically cleaning out old Wells which have become foul or silted up, it is particularly adapted.

This Machine is very largely used on the Oudh and Rohilkhund, Punjab Northern State, and other Railways, in many cases in perference to any other machine.

One of numerous testimonials of its great utility is here given.

Extract of letter, dated Lahore, 3rd April 1872, from the Executive Engineer Punjab Northern (State) Railway, Ravee Bridge Division—

"I have the pleasure to add that we have obtained the most satisfactory results this season with your Dredger. The rate of sinking a 12' 0" cylinder at over thirty feet depth has been frequently between six and seven feet a day of twenty-four hours when in clean sand.

"R. J. MALLET, Executive Engineer."

Price of each Machine despatched to any Railway Station in India in direct communication with Lucknow is as follows:—

* Of 2 Cubic feet capacity	..	..	Rs. 100 0 0
4	„	„	„ 125 0 0
6	„	„	„ 150 0 0
8	„	„	„ 175 0 0
10	„	„	„ 200 0 0

Orders to be addressed to

BABOO SHAMA CHURN MOOKERJEE,
Principal Agent for Bull's Patent Hand Dredger, Lucknow.

Agents in other Stations required on a commission of 10 per cent. on all sales effected.

THE INDIAN TRAVELLER'S GUIDE FOR AUGUST.

PRICE—EIGHT ANNAS.

CONTAINING, besides the other usual information, the latest alterations on the several lines of Railway, and in the running of the Local Trains between Bombay and Bandora.

The Guide, having a large circulation amongst Travellers, by sea and otherwise, is a most effective medium for advertisements.

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Scale of Fares for Shigrams, Buggies, &c., in Bombay.
Scale of Fares for Palanquins.
Scale of Fares for Boats for Bombay Harbour.

May be had at the Bombay Railway Termini, and of the following

Agents:—

Bombay	Thacker, Vining & Co.; Chesson and Woodson and Woodhall.
Poona	Treacher & Co.; D. S. Kemp & Co. and Chesson and Woodhall.
Calcutta	Wyman & Co.
Madras	Higginbotham & Co.
Allahabad	Kellner & Co.
Kurrachee	"Sindian" Press.
Ootacamund	"Observer" Office.
Umballa	Railway Refreshment Rooms.
Alexandria	D. Robertson & Co.
London	G. Street, 30 Cornhill.

THOMAS D. MARSHALLS'
LADIES' BOOTS,
Beautifully made and moderate in Price.
THE NEW ILLUSTRATED CATALOGUE,
with Particulars of Special and Convenient Arrangements for Indian Residents, post free to India.
Prepared Kid Walking Boots, Elastic or Button, Fancy Toes, Military Heels, 16s. 6d. New designs in Enamelled or Glove Kid, for Croquet or Promenade, 21s. Elastic House Boots, soft mock kid or Satinette, 5s. 6d.
Orders should be accompanied by pattern boot or paper pattern of sole the size required, and remittance crossed "Bank of England."
Prepaid Orders, if over £5. CARRIAGE FREE TO BOMBAY, CALCUTTA, OR MADRAS.
THOMAS D. MARSHALL,
192, OXFORD STREET, LONDON, W.

NOTICES.

ESTABLISHED IN 1820.

C. LAZARUS & CO.,

INCORPORATED WITH SHEARWOOD & CO.,
CABINETMAKERS, UPHOLSTERERS,
BILLIARD AND BAGATELLE TABLE MANUFACTURERS,
CARVERS, GILDERS, AND DECORATORS,

By Appointment to the Right Hon'ble Thomas Baring, Baron Northbrook, Viceroy and Governor General of India, and to His Royal Highness the Duke of Edinburgh, K.G., K.T., G.C.B.,

Contractors to Her Majesty's Indian Government; the East India and E. B. Railways; H. M.'s Indian Ordnance, Public Works, Commissariat, and Marine Departments; the Peninsular and Oriental, and other Public Companies;

IMPORTERS, APPRAISERS, HOUSE AND LAND AGENTS, GENERAL FURNISHING CONTRACTORS,
Ecclesiastical Furniture Suppliers.
SOLE AGENTS IN INDIA FOR SEDLEY'S PATENT BRIDGES.

47, 56, 60, 61, & 62, Bentinck Street, Calcutta.
52, Old Broad Street, London.
97, Rue de Richelieu, Passage Princes (Ancien Passage Mires), Paris.

THE business of C. LAZARUS & Co. having of late years experienced an extraordinary development, orders for their manufactures, instead of their being confined to Bengal and the Upper Provinces, being received from all parts of India, China, Burmah, Ceylon, and the Straits Settlements, C. Lazarus & Co. have determined upon taking steps for enabling the Bombay Public to share the undoubted advantages which their Firm is enabled to offer. C. L. & Co. have been induced to do this from having recently received several large orders for Furniture, Billiard Tables, &c., from Bombay and its neighbourhood, and have every reason to believe that their immense stock and large manufacturing resources have forcibly brought into view the advantages of dealing with their Firm, since in the instances just mentioned the most unqualified satisfaction was rendered.

C. L. & Co. would state that the Senior Member of their Firm, Mr. C. Lazarus, has just paid a visit to Bombay, in view to superintending a large order for furnishing, and that that Gentleman inclines to the opinion that while the present class of Furniture to be seen in the superior households of Bombay, and which is principally imported from Europe, may be found serviceable, there are yet many reasons to be urged against the latter as compared with a first-class article manufactured in the country with all the advantages that accrue from European skill and supervision. It would be out of place here to dilate upon the defects which are commonly apparent in Furniture imported from Europe, but it may be observed that such articles are always slender in proportions, and while put together with very few exceptions, in an unsubstantial manner, the wood, materials, &c., that enter into the articles are not calculated to resist the various effects of climate or extremes of heat and moisture. By an illustration of this point C. L. & Co would refer to their recently issued Illustrated Catalogue. In this volume will be found a set of original designs, in which, while the best models of European modern style have been had recourse to, various important details of construction and of elaboration, suggested both by long experience and a study of the subject, are conspicuous as specialties essential for India.

C. LAZARUS & Co., while thanking their numerous Constituents for the solid support extended to their Firm since 1820, attribute their success to the following maxims, which continue to guide their business transactions, viz.:—

Good Work with unadulterated Materials.
Skilful and trustworthy Workmen.
Uniform Scale of Charges.
Strict and competent Supervision.

NEW ILLUSTRATED CATALOGUE.

There are a few special features in connection with this expensively executed Catalogue, to which C. L. & Co. would ask their Constituents' attention:—

1.—The *newest* and *most elegant* designs only find a place in the volume. Many of these designs, it should be mentioned, represent an original result; that is to say, they have been elaborated with special reference to the household requirements of this country. In working to this end, reference has been had to the latest models of the first cabinet-manufactures of Europe. All that was recherche in style, or chaste in pattern, has been taken advantage of in the production of C. L. & Co.'s special designs for India, these desiderata, however, being combined with utility which C. L. & Co.'s long experience has shown to be of the the utmost importance. These it is scarcely necessary to detail; yet it may be observed as a general principle in modifying European designs to suit Indian requirements, that substantiality should never be sacrificed to a too slender elegance, and this principle has been steadily kept in view. Indeed, in the manufacture of Cabinet Ware in India, this is a prime consideration, as climatic effects, not to speak of other agencies, have a most marked action in d teriorating such articles. It remains only to add, therefore, that, while all that is chaste, tasteful, and elegant has been freely appropriated from the sources indicated in the production of C. L. & Co.'s designs, regard has been had, at the same time, to the requirements of strength and substantiality; a judicious blending of both, in fact, has been aimed at, and C. L. & Co., humbly believe, has been most successfully accomplished.

2.—C. L. & Co. have had each article of their stock photographed. The diagrams have been engraved at considerable expense in England from these photographs, and represent, therefore, each article with artistic fidelity.

PRICES.

C. L. & Co. are alive to the necessity that exists in these altered times for reasonable prices. The supplying, however, of a *bona fide* reliable article is the first consideration with a respectable and old established Firm. Regard being had to this, and also to the fact that C. L. & Co. warrant every article that issues from their Manufactory, they can confidently state that their charges represent only a slender margin of profit over and above actual cost of production.

BILLIARD TABLES.

C. LAZARUS & Co., as Manufacturers, would invite particular attention to their large stocks of full-sized Billiard Tables. One of the chief desiderata in a Billiard Table is to secure such an arrangement as will admit of a Ball being struck so as to obtain the highest speed without its jumping. This, it need scarcely be said, depends entirely upon the arrangement of the cushions. C. L. & Co., mentioning this fact, would state that the subject has largely occupied their attention, and after repeated experiments and close consideration they have discovered a principle in the manufacture of cushions which answers admirably the end desired. Since the manufacture of their cushions on this new principle, C. L. & Co. have received testimonials from some of the first clubs in India speaking to the merits of the same. To secure *truth* with *speed*, that is to say, the maximum of speed compatible with preventing the Ball jumping, is the object which C. L. & Co. have had in view, and which at length they have successfully attained. At the same time, the cushions, it should be stated, are quite as durable or even more durable under the new principle of making up than under the old. With a view to the maintenance of the high character of their workmanship, C. L. & Co. have secured, for this branch of their business especially, the services of a gentleman who for many years was foreman to the eminent makers, Messrs. Burroughes and Watts, whose experience is a guarantee of the highest possible excellence in the manufacture of Billiard Tables and of everything connected with that department of their business.

IMPORTANT TO MESSES AND BILLIARD CLUBS,
Throughout India, China, Burmah, Ceylon, and the Straits.

Consequent on the numerous applications that C. Lazarus & Co. have lately had from parties residing at a distance from Calcutta, to have their Billiard Tables re-cushioned on C. L. & Co.'s new principle, and as sending the cushions to Calcutta for that purpose is attended with great delay, thereby occasioning much inconvenience, C. L. & Co. have been induced to keep a stock of Cushions on their new principle always on hand, which can be fitted to any Table, the accurate length and width of the Slate Bed only being required.

Up-Country Messes and Clubs can, by thus securing a spare set of Cushions, ensure the constant use of the Table—a desideratum, as the inconvenience hitherto felt by the Table being unavailable for play during such time as the old Cushions are under repair, has been admittedly very great.

THE ALEXANDRA BILLIARD TABLE.

C. LAZARUS & Co. beg to state that, with a view to procure for India one of the latest Home Novelties, they have made up, on their own premises, a number of the new "Alexandra" Billiard Tables, so commonly patronised in Fashionable Circles at this time in England.

It is now shown that ladies may, with perfect propriety, take part in a game that naturally quick perception and power of skilful manipulation contributes, not only to the pleasure of this noble game, but enables them to compete for its honours with the more practised hands of the ruder sex.

The "Alexandra" Table, on which has now received the distinguishing epithet of the "Ladies' Table," and most in favour with the fair sex, is in every respect adapted to develope the fullest resources of the Game. The size of the Tables is six feet by three, the height being so regulated, and the Cues and other requisites so specially arranged, as to admit of easy and graceful manipulation by a lady. Whilst the exclusiveness that has hitherto attended the play of Billiards on the full-sized Table is obviated, the interest and excitement of the game are in no way diminished by the introduction of the new Board, as the latter is susceptible of all the fertile resources of art to which the skilful player resorts. From these considerations the "Alexandra Table" has secured, since its introduction into this country, a large measure of favour with the Ladies of India, and has already become as permanent a favourite within their domestic circles as in the first families of the British Aristocracy.

B. B. B.

In accordance with their established practice of introducing Novelties to the Indian Public, C. LAZARUS & Co. have pleasure in announcing that they have made arrangements to supply the latest novelty in social and family amusement, by importing the popular B. B. B. Tables. The peculiarity of these is, that on the one table the three favourite games of Billiards, Battue, and Bagatelle are had, thus affording a pleasing variety of amusements concentrated on a single board, at little more than the cost of one. Anticipating that the demand for these tables will be large, C. L. and Co. are prepared to supply them on very favourable terms, it being a principle of their business to furnish the best and most approved articles of every kind, at the lowest rates consistent with excellence of quality and a fair trading profit.

BILLIARD & POOL BALLS,

Billiard Cloths, Cues, Billiards and Pool Marking Boards, Tips, &c.

EVERY REQUISITE FOR THE BILLIARD TABLE.

Billiard Cushions Renovated.

Billiard Tables repaired and re-cushioned on their new principle, thereby making an old Table as good as new.

IMPORTANT TO BILLIARD PLAYERS
THE PATENT CUE TIP FASTENER,
WITH FILE IMPROVEMENT.

The "Cue Tip Fastener" is for the purpose of giving a pressure to the Tip when being fastened on to the end of a Cue; and also serves the purposes of filing level the top of the Cue, which it insures being done correctly.

The "Cue Tip Fastener" with File improvement, is in the shape of a cone, with slots cut in the side, a loose ring, and a File, which can be slipped in and out of the Fastener.

For Direction for using the above, with full instructions for Tipping a Cue, see inside of lid of box supplied with the Fastener. Price, complete in Box, with File and Sand-paper, Rs. 6 each. Ditto, without Box or File improvement, Rs. 4-8 each.

C. LAZARUS & CO.,

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

WEDNESDAY AFTERNOON.

INQUIRY for Colaba Land shares; other shares and Government Paper firm.

BOMBAY BILL AND STOCK LIST.

BANKS.

No. of Shares	Nominal value ₹ sh.	Paid up.	Last dividend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	9 p.ct.	Agra Bank	90
22,000	1,000	all	6 p.ct.	Bank of Bengal	1,475 nl.
10,000	500	all	5 p.ct.	Do of Bombay New	141½
10,000	500	106	5 p.ct.	Do 2nd Res. Issue	218½
15,250	1,000	all	5 p.ct.	Do of Madras	1,250
10,000	250	all	8 p.ct.	Chartered Mercantile Bk of L. L. & China	309
40,000	281½	all	12 pct.	Hong. & Shanghai Bank	410 nl.
40,000	200	all	Nil.	Chartered Bk. of I. & C.	175 nl.
37,000	250	125	Nil.	National Bank of India	117
10,000	250	all	12 do.	Oriental Bank	475

RAILWAY COMPANIES.

.....	£20	21 9 3 0	p.c.	G. I. P. Railway Consolidated Stock	232
.....	£20	10 9 1 3	do.	Do. New £20 Shares	124
.....	£20	13 10 7	do.	Ditto	.....
.....	£100	1,000	do.	B. B. & C. I. Railway Co.	1,125
.....	£18	19 9 5 1	do.	Do. New Shares	225

LAND COMPANIES.

4,000	3,000	all	Rs. 75	Colaba Land Co	1,555
8,000	150	all		Freere Land & Pier Co. Ld.	129
750	2,000	2,000	31p.a.	Mazagon Land	850
6,000	1,000	all	Nil.	Port Canning Land Company, Limited	425

SPINNING AND WEAVING COMPANIES.

400	2,000	1,700	150p.a.	Albert Mills Co	1,550
600	1,250	all	50p.a	Alexandra Spinning	1,250
300	2,500	all	140*	Alliance Spinning	2,600
100	5,5:0	all	...	Bombay	2,525
900	1,000	all	20*	Bombay United	390
4,000	150	150	25*	Broach Mills	240
750	2,000	all	200p.a	Dharamsey Spinning	2,500
750	2,000	all	200p.a	Great Eastern	1,900
2,500	1,000	all	140p.a	Manockji Petit's	1,025
200	1,000	all	Nil.	Morarjee Spinning	1,050
800	2,500	all	225*	Oriental	2,550
600	2,500	2,400	216p.a	Royal	1,900

* Per share for the half-year

PRESS COMPANIES.

150	5,000	2,850	225p.a	Akbar Cotton Press Co	2,225
200	2,000	1,100	75p.a	Albert Co. Kurrachee	1,060
250	5,000	850	Nil.	Alexandra Press Co	315
150	12,500	11,000	200p.a	Apollo Press Co	7,900
200	7,100	all	215p.a	Bombay Press Co	2,170
200	500	all	33⅓p.a	Do New	350
350	1,400	1,000	...	Broach Cotton Co	1,030
100	1,500	...	...	Carwar Company	1,300
500	1,880	all	40 *	Colaba Press Co	6,800
350	2,000	all	200 *	East India Press Co	3,100
150	8,500	all	350 *	Fort Press Co	8,750
300	3,000	1,800	30 pc	Framji Cowasji Press Co	1,060
300	1,000	all	200 pc	French Press Co	775
200	6,000	6,000	225 pc	Hydraulic Press Co	2,050
250	5,000	1,467	75 pc	Imperial Press Co	1,000
300	5,000	2,000	100 pc	Kurrachee Press Co	1,170
200	400	350	60 pc	Mofussil Press & G. Co	625
120	2,500	all	250 pc	Prince of Wales Press	2,400
100	1,000	750	...	Scind and Punjaub Cotton Press Co., Limited	1,000
150	2,000	all	Nil.	Tinnevelly Press Co	1,000
225	2,000	1,000	250*	Victoria Press, Madras	1,240

* Per share for the half-year.

MISCELLANEOUS.

.....	2,500	1,500	75 pc	Bombay Burmah Trading Corporation	1,360
50,000	50	all	4½ p ct	Bombay Gas Company	55
500	2,000	300	21 pc	Kurrachee Landing and Shipping Company	165
1,000	50	all	2 pc	Mechanics B'd'g's Co.	32
2,000	500	all	40 pc	Treacher & Co	400
3,000	250	all	6 pc	Vicgas Patent Slip Co	60

BANKS IN LIQUIDATION.

		Date of L'dation.		
.....	500	95	Jan. '66	Bank of Bombay
.....	95	19½	...	Do. China
.....	250	2	Mar. '66	Central Bank
.....	...	...	...	East India Bank
.....	200	13	Feb. '67	Indian Peninsula
.....	200	70½	May '67	Royal Bank

EXCHANGE.

On.	Terms.	Rate.
London	At sight	1s. 10 13/16d.
London Banks	6 months' sight	1s. 11½d. to 3/16d.
Do. Credits	6 Do. do.	1s. 11½.
Do. Documents	6 Do. do.	1s. 11½
Calcutta	At sight	100½
Do.	30 days' sight	100
Do.	60 Do. do.	99 3/16
Madras	At sight	100
Do.	30 days' sight	99½
China	60 Do. do.	224

PRICES OF BULLION, &c.

Sovereigns, each	Rs. 10-8 to 10-9
Bank of England Notes	10-12
Carolas	290
Mexican Dollars	222
Five- Franc Pieces	213½
Bar Silver	107
Gold Leaf	16-12
Bar Gold 10 oz. English 100 touch	16-13-6 to 16-4
Australian Gold 100 touch	16-13-6 to 16-4
Government Securities	5 per cent.
Mercantile Bills	6 "

GOVERNMENT SECURITIES.

Five-and-a-half per cent	112½ to 112¾
New Transfer Loan of Four & half per cent. of 1872	104½ to 104¾
Four per cent	101¾ to 102
Four & half per cent. (Public Works Loan)	106
Five per cent Debenture Loan, 1866-67	103½
5 years' Debenture Loans	99½
10 years' do. do.	105
5 years' do. do.	103
Six per cent Municipal Loan House Rate	112
Do. Do. Market Rate	112
New French Loan 5 per cent (2 f. 50 c.) of 1871	91
New French Loan (fully paid-up)	91
Paris Municipal Loan (Debenture Rs. 117) per Bond.	119½

BOMBAY, BARODA, AND CENTRAL INDIA RAILWAY.

Approximate Return of Traffic for the Week ending 10th August 1872.

Open 389½ Miles.

	Rs. a. p.
Coaching	28,618 0 0
Merchandize	16,155 0 0
Earth Trains	318 0 0
Electric Telegraph	282 0 0
Total Rs.	45,373 0 0

Corresponding week in August 1871. Open 325½ Miles.

Coaching	16,980 0 0
Merchandize	7,118 0 0
Earth Trains	...
Electric Telegraph	423 0 0
Total Rs.	24,521 0 0
Increase	20,852 0 0

KHANGAUM AND OOMRAWUTTEE BRANCH RAILWAYS.

Traffic Receipts and Train Mileage for week ended 13th July 1872.

KHAMGAUM.	Receipts. Rs. a. p.	Train Mileage.
Passengers	66 7 5	65
Goods	105 13 10	47
Electric Telegraph	1 7 8	0
Total	147 13 11	112
OOMRAWUTTEE.		
Passengers	132 10 11	116
Goods	97 4 6	46
Electric Telegraph	0 5 3	0
	250 4 8	162

CALCUTTA.—10TH AUGUST.

The following transactions were reported:—

In Government Securities—

4 per cents. at Rs. 101-10.

4½ per cents. of 1870 at Rs. 106-10.

4½ per cents. of 1872 at Rs. 104-4.

In shares—

Bank of Bengal shares at Rs. 1,415.

National Bank shares at Rs. 116 and 116½.

SHIPPING.

DAILY FREIGHT REPORT.—14TH AUGUST.

London	Cotton, Cases, Seeds	No ship.
Liverpool	Iron Ships Cotton	£2 0s. 0d.
	Wooden Ships "	£1 17s. 6d.
	Myrabolns & Coir bills	£1 17s. 6d.
	Seeds	£1 10s. 0d.
Havre	Cotton, Coffee	No ship.
Overland	Steamers	£2 10s. 0d. to £2 13s. 6d.
Liverpool via Suez Canal		£2 7s. 6d. to £2 12s. 6d.
China	Steamer Cotton	Rs. 7 to 8 per bale.
	" Opium	Rs. 25 to 30 per chest
	Sailing Ships	Rs. 4½ per bale nominal
Calcutta	Salt	Rs. 5 0 0 per ton
Calcutta to Bombay		Rs. 17 to 18 and Calcutta Port charges.
Mauritius		Nothing doing.

ARRIVAL.

Aug.	Vessel.	Commander.	From
14	Bangalore (s)	Burns	Sydney, July 14.

DEPARTURE.

Aug.	Vessel.	Commander.	Destination.
14	Assyria (s)	Smart	Kurrachee.

The following vessels obtained their port clearances yesterday:—

Ship William Fairbairn, Mackenzie, to Calcutta.

Ship Mary Stenhouse, Hodgcock, to Calcutta.

Steamer Euphrates, Hutchison, to Persian Gulf via Kurrachee.

HOOGHLY.

ARRIVALS.

Aug. 10 Peshawur (s) ..... White ..... Suez, July 20.

Aug. 10 Fearnought ..... Graham ..... Singapore, July 23.

MADRAS.

ARRIVAL.

Aug. 10 Lena ..... London.

DEPARTURE.

Aug. 10 Persia ..... London.

BUSHIRE.

ARRIVALS.

July 17 Euphrates, s.s., from Bombay.

19 Peter Johanna, Dutch bark, from Batavia.

24 Euphrates, s.s., from Bushehr.

DEPARTURES.

July 12 India, s.s., to Bombay.

13 Egeraria, brig, to Ceylon.

18 Euphrates, s.s., to Fusreh.

VESSELS IN HARBOUR.

H. M.'s Gun-boat Hugh Rose, B. M.

Dutch bark Persian Packet.

Dutch bark Peter Johanna.

Mail steamer Euphrates.

DAILY IMPORTS.—14TH AUGUST.

FROM LIVERPOOL.

Cella (s), 6 cases pale ale, Whittle & Co.; 10 cases sherry, King, King & Co.; 4 cases umbrellas, Nusserwanjee Hormusjee Powree.

FROM LONDON.

Assyria (s), 50 cases paper, Gaddum & Co.; 1 cask wine, 2 hhds. sherry, and 1 hhd. brandy, Geo W. Wheatley & Co.; 10 cases claret, Planque, Vinay & Co.; 4 cases silvered glasses, Abdoolally Jeevakhan; 5 cases oilmanstos, and 1 case boots, C. A. Ross & Co.; 8 cases clocks, Mr. Emmett; 15 bottles quick-silver, M. Heerachund; 10 drums mineral oil, Noorbhoy Dossabhoy.

Palermo (s), 125 cases brandy, Bouneville and Sibille.

Khorasan, 10 cases port, Cutler, Palmer & Co.

Urbino (s), 50 cases claret, Cutler, Palmer & Co.

FROM GENOA.

Persia (s), 5 cases brandy, Bouneville and Sibille.

DAILY EXPORTS.—14TH AUGUST.

FOR LIVERPOOL.

Flying Venus, 200 bales cotton, Goculdass Heerjee & Co.; 155 bales cotton, Hurjeewandass Vulubdass.

Aretusa (s), 30 bales cotton, Doongersee Gopejee; 65 bales cotton, H. Bomanjee, Touche & Co.; 16 bales cotton, Wallace & Co; 33 bales wool, Jaitha Vurria; 79 packages munjeet, S. Tyebjee & Co.; 60 bales cotton, Dewjee Bhozraz & Co.

FOR LONDON.

Nubia (s), 14 bundles hides, Woomerbhoy Chanlabhoy; 90 bundles hides, Nanoo Gangjee; 2 packages tortoiseshell, and 13 bundles E. teeth, Suckoor Futtabhoy; 7 bales hides, Visrambhoy Ebram & Co.

FOR TRIESTE.

Aretusa (s), 546 packages coffee, A. C. Gumpert & Co.

FOR SUEZ.

Nubia (s), 8 slabs tin, Mamoodbhoy Mahomedbhoy Misree.

SALES AND PURCHASES.

PIECE GOODS.—There is almost no change of any importance to report to-day, the holders refusing to accept any decline in value, and the native dealers being averse to purchase in quantities at the current rates. The up-country buyers are generally unwilling to execute their orders until the expiration of the Cocoanut holidays, which are to commence after a short time, so that we have every reason to believe that the business doing in the meantime will not exceed its present small extent. Our closing quotations, which may be considered quite as nominal, are as follow:

Grey Shirtings	40 inch	39 yds.	6 lbs.	Rs. 4 6 0 to Rs. 4 6 6	
"	"	40 "	39 "	7 lbs.	" 4 14 0
"	"	40 "	39 "	8½ lbs.	" 5 10 0
"	"	45 "	39 "	7 lbs.	" 5 0 0 to " 5 1 0
"	"	45 "	39 "	8 lbs.	" 5 19 6 to " 5 11 6
"	"	45 "	39 "	9 lbs.	" 6 9 0 to " 6 10 0
"	"	50 "	39 "	10 lbs.	" 7 3 0 to " 7 4 0
"	Printers	26 "	30 "	2½ lbs.	" 2 2 6 to " 2 3 0
"	"	26 "	39 "	3 lbs.	" 2 7 6 to " 2 8 0
"	Mad'pollams	32 "	24 "	2½ lbs.	" 1 13 6 to " 1 14 0
"	"	32 "	24 "	3 lbs.	" 2 3 9 to " 2 4 0
"	Cambrics	50 "	24 "	5½ lbs.	" 3 12 0 to " 3 13 0
"	Jaconets	40 "	20 "	2½ lbs.	" 1 15 3 to " 1 15 6
"	"	40 "	20 "	2½ lbs.	" 2 2 6 to " 2 2 9
"	"	45 "	20 "	2½ lbs.	" 2 7 0 to " 2 7 6

The following sales are reported to have been made by European firms yesterday:—

PIECE GOODS.

					Rs. a. p.
750 pieces	Grey Shirtings	40 inch	39 yds.	6 lbs.	4 6 6
500 "	" "	40 "	39 "	7 lbs.	4 14 0
500 "	" "	45 "	39 "	8 lbs.	5 10 6
3,000 "	" Jaconets	40 "	20 "	2½ lbs.	5 13 6
2,000 "	" Madapollams	32 "	24 "	3 lbs.	2 4 0
500 "	" Shirtings	45 "	39 "	8 lbs.	5 11 0

COTTON

50 Candies	New Bhownuggur (ready)		Rs. 212½
50 "	"	"	" 216
25 "	" Veerumgaum	"	" 206
25 "	"	" (W.S.)	" 188
25 "	" Barsee	"	" 219

YARNS.

3,000 lbs. Turkey Red, No. 40-50 ..... per lb. As. 26

1,200 " Mule, " 50 ..... " " 14½

BOMBAY GOVERNMENT TELEGRAPH OFFICE—14TH AUGUST, 8 P.M.

Latest dates from United Kingdom.

Via Russia, 14th August, 12-55 P.M., Greenwich time. Time in transit, 1 hour 19 minutes.

Via Red Sea, 14th August, 12-39 P.M., Greenwich time. Time in transit, 1 hour 26 minutes.

Latest dates from Continent of Europe.

Via Russia, 13th August, 1-51 P.M., Greenwich time. Time in transit, 3 hours 39 minutes.

Via Red Sea, 13th August, 4-35 P.M., Greenwich time. Time in transit, 9 hours 41 minutes.

Latest dates from America.

Via Red Sea, 13th August, 7-50 P.M., Greenwich time. Time in transit, 4 hours 28 minutes.

Latest dates from China.

Via Singapore, 14th August, 5-50 P.M. Time in transit, 2 hours 1 minute.

The time occupied in the transmission of messages to Bombay from 8 P.M. of the 13 h to 8 P.M. of the 14th August is as follows:—

To Bombay.	Max.	Min.
From Calcutta	2 34	0 9
" Kurrachee	0 21	0 5
" Madras	1 4	0 1

TELEGRAPH LINE REPORTS.

KURRACHEE, 14th August, 9 P.M.—Latest dates from United Kingdom via Russia, 14th August, 3-5 P.M. Cable right to Fao; Turkish line right to Pera; Persian line right to London.

WEATHER REPORTS.

CARWAR, 14th August, 5 P.M.—Weather cloudy, wind light westerly, thermometer 79, barometer 29·95, rainfall 31 cents.

MANGALORE, 14th August, 5 P.M.—Weather cloudy, wind south-west, thermometer 84, rainfall 70 cents.

TUTICORIN, 14th August, 5 P.M.—Weather cloudy, wind south-east moderate, thermometer 84, barometer 29·787.

VINGORLA, 14th August, 6-10 P.M.—Weather cloudy, wind west light, thermometer 85, rainfall 5 cents.

CANNANORE, 14th August, 5 P.M.—Weather cloudy, wind south-west, thermometer 75, barometer 30·000, rainfall 74 cents.

MILITARY.

ARRIVAL.—AUGUST 14.

Hughes, M.D., Assistant Surgeon, Indian Medical Service, on leave, from Poona.

POSTAL NOTICES.

DEPARTURE OF OCEAN MAILS.

	Date.	Mail closes.	After-packet.
United Kingdom	Aug. 16	3-30 P.M.	4-30 P.M.
Kurrachee	" 21	11 A.M.	12 A.M.
Persian Gulf via Kurrachee	Sept. 4	11 A.M.	12 A.M.
China	Aug. 15	3 P.M.	No after-packet.
Australia	" 24	3 P.M.	
Mauritius, Reunion, &c.	" 30	5-30 P.M.	6-30 P.M.

OVERLAND MAIL.

The Overland Mail Steamers of the P. and O. S. N. Company leave Bombay every Friday at 5 P.M.

Letters will be received at the General Post Office up to 3-30 P.M.

Newspapers, Books, and Patterns, up to 1-30 P.M.

Register-d Letters up to 1 P.M.

Late letters, if fully prepaid by means of stamps in respect both of postage and of late letter fee (4 annas each), will be received at the Pier Post Office from 3-30 to 4-30 P.M.

The latest hour for posting Overland covers at the several Branch Post Offices will be 1 P.M.

The subjoined Table shows the dates of departure of Overland Mail Steamers from Bombay during the year 1872. The hour of the steamer's departure is 5 P.M.:—

Friday	Aug. 16	Monday	Oct. 28
"	" 23	"	Nov. 4
"	" 30	"	" 12
"	Sept. 6	"	" 11
"	" 13	"	" 28
"	" 20	"	Dec. 5
"	" 30	"	" 9
Monday	" 7	"	" 16
"	" 14	"	" 23
"	Oct. 21	"	" 30

POSTAGE BY THE BRINDISI ROUTE.

The Postage rates chargeable on Correspondence forwarded "via Brindisi," to the United Kingdom, or places served through the United Kingdom, are as follows:—

For the United Kingdom.

Each Letter per ½ ounce—annas 8.

Each Newspaper per 4 ounces—annas 2.

Each Book or Pattern Packet not exceeding one ounce—1 anna and 4 pie; not exceeding 2 ounces—annas 2, 8 pies; not exceeding 4 ounces—annas 4, 8 pies; every additional 4 ounces—annas 4 8 pies.

The full prepayment of Correspondence forwarded via Brindisi is optional, and all covers not fully prepaid will, unless specially marked by the senders for transmission by any other route and conforming to its conditions, be forwarded via Southampton.

CHINA AND AUSTRALIAN MAILS.

The subjoined Table shows the dates of departure of China and Australian Mail Steamers from Bombay during the year 1872:—

CHINA MAILS LEAVE BOMBAY ON

At 3 P.M.		At 3 P.M.
Monday	Aug. 15	Tuesday Nov. 5
"	" 26	" 19
"	Sept. 9	" Dec. 3
"	" 23	" 17
Tuesday	" 8	" 31
"	Oct. 22	" 1873
		" Jan. 14

AUSTRALIAN MAILS LEAVE BOMBAY ON

At 3 P.M.		At 3 P.M.
Saturday	Aug. 24	Saturday Oct. 19
"	Sept. 2	" Nov. 14
		" Dec. 16

MAILS FOR KURRACHEE AND PERSIAN GULF.

The B.I.S. N. Co.'s Contract Steamers from Bombay to Kurrachee and Persian Gulf will leave as under:—

LEAVE BOMBAY FOR KURRACHEE.

Wednesday ..... Aug. 21

LEAVE BOMBAY FOR PERSIAN GULF VIA KURRACHEE.

Wednesday ..... Sept. 4

Registered and Ordinary Letters, as well as Books and Sample Packets and Parcels, can be posted up to 11 A.M., and late fee letters up to 12, noon on the day of departure of the Steamer, as above shown.

THE "BOMBAY GAZETTE."

THE following are now the uniform rates of subscription to the *Bombay Gazette* both for town and up-country subscribers:—

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"BOMBAY GAZETTE" OVERLAND SUMMARY.

THE shape of the *Bombay Gazette Overland Summary* is now similar to that of the *Pall Mall Budget*. Residents in distant parts of India will find the *Gazette Summary* a convenient Weekly Paper of Bombay and general news. It contains all the Government Orders, Civil and Military, from the official *Gazettes*; specially-written Money and Commercial Market and Freight Reports; Leading Articles on the principal topics of discussion in India; and all the Local and General Intelligence of the Week.

The Edition for Indian Subscribers also contains the Telegrams received from Europe during the Week, and the Special London Correspondence, Political, Commercial, and Sporting, published in the Daily *Bombay Gazette*.

A specimen copy will be sent on receipt of address.

Subscription for One Year, *Post Free in India*, Rs. 12.

Postage to England, Rs. 6-8 per annum.

BOMBAY PRICE CURRENT.

THE *Bombay Price Current* is published Weekly at the *Bombay Gazette* Office, on the Departure of the Overland Mail for Europe.

Per Annum	Rs.	10 0 0
Per Copy	"	0 4 0

TO RESIDENTS OF POONA.

RESIDENTS of Poona may obtain the *Bombay Gazette* DAILY at Messrs. TREACHER & Co.'s, or Messrs. D. S. KEMP & Co.'s, POONA, price, 4 annas. Also, on Saturday the INDIAN EDITION of the *Bombay Gazette Overland Summary*, containing all the news of the week, the Telegrams received from Europe during the week, and the Special London Correspondence, Political, Commercial, and Sporting, published in the Daily *Bombay Gazette*.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BIRTHS.

HIGGINSON—August 2nd, at Bunneo, N. W. Frontier, Punjab, the wife of Captain Higginson, 1st Regiment Punjab Infantry, of a son, prematurely.

MAHON—August 11th, at Mhow, Central India, the wife of Major Mahon, R. A., of a daughter.

PICACHY—August 8th, at Purneah, the wife of Dr. Picachy, of a daughter.

DEATH.

NORRIS—August 9th, at Beypoor, Malabar Coast, Ellen Alice Hope, the dearly beloved daughter of Mr. H. G. Norris, Madras Railway, aged one year and three months.

All MONEY ORDERS, CHEQUES, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

The Daily "BOMBAY GAZETTE," *and the* "BOMBAY GAZETTE OVERLAND SUMMARY," *are filed for reference in the Intelligence Department, Indian Court, International Exhibition, Kensington.*

The Bombay Gazette.

THURSDAY, AUGUST 15, 1872.

AN Administration Report, say such as that issued the other day from the Public Works Secretariat, is a very tantalizing document when it is no more than a monotonous and inflexible record of quantities of work done and the amount of money paid for it. We seek in it for the bread of information as regards the effect of the works on the administration of the country, and we find nothing but stones. Why not call the blue book by its proper name in that case, and exchange the word "Administration" for "Progress" and prefix "Succinct" to the latter? Why are such reports written at all, and what possible object can they serve, beyond perhaps supplying newspaper writers with pegs on which to string remarks on their uselessness? Does any one in or out of the service ever go to one of these Reports at any time for any information whatever, which could possibly assist him in forming a judgment on any matter connected with the "administration" of the Department of the public service whose deeds it professes to record? There is nothing in it which makes the experience (often very valuable) gained by those in overcoming difficulties in construction, in utilizing local means, or in developing resources, available to other officers in the service to guide them in the better performance of some duty which presents to them perhaps kindred difficulties such as have been removed in the other successful cases. Take the construction of bridges for example, across many of our Indian streams, the beds of which may be shifting sand and may offer considerable mechanical or engineering difficulties in founding the structure; or where the velocity of the torrent requires a peculiar treatment in the construction. Some men may have been successful in making arches of very large span, and have in that way met and conquered local physical obstacles, a description of which, and of the successful method or methods employed, may be a god send to some other engineer who has equally unfavourable physical sites for his operations. When we turn to the heading of "Bridges," in the Report from the Public Works Department before us, we find there are above twenty structures of that description entered, and the information given about them may be illustrated by a quotation of the very first entry, "The "Gungawala bridge, on the road from Yellapoor "to Moondagode, has been completed at a cost of "Rs. 75,137; there were two bays, 85 feet and 20 "feet, spanned by Warren's girders." This is a fair sample of the others. Was there nothing whatever in this large undertaking, the cost of which has reached ¾ of a lakh of rupees, which would have either interested or profited any other officer in the Department, working in other localities, than Yellapoor or Moondagode, and which on this assumption should have been given to them in a report which we presume is distributed to all in the Department? If the reply is that there were absolutely no particulars which could possibly interest or be of use to any professional man, then why have made the entry at all in this blue book, which is called an Administration Report, and does not profess to be a mere ledger of the account transactions of the year? There was a time, we remember, when the principal officer in charge of each branch of the Executive service in each important district or collectorate was required, at the close of each year, to report in detail upon the most interesting portions of his year's labours, which had made some mark in the material progress of the districts under his administration, and these reports were read with considerable avidity, and contributed in no small degree to create and sustain an amiable rivalry among the several Collectors and Engineers, and made them unconsciously interchange their experiences with one another to the undoubted benefit of all concerned, and more especially of the general public. We are conscious that the officer who knows that he has the opportunity of praising his own administration in an elaborate report is not likely to miss the opportunity, and the aggregate of such reports, of the whole Presidency, will swell into dimensions that may swamp the resources of the Secretariat to deal with them all, and thus bring about a very awkward state of affairs in their turn. But there may be a limit placed to the report of the Collector or Engineer, and that limit must be the exceptionally interesting character of the undertakings which are described. There will, and must, be a great deal of repetition of ideas in successive reports, of even the nature we suggest, but it will be relieved, and illuminated, by the freedom of the narrative style which will be adopted, and by the interest excited by the individual peculiarities of observation which diversity in the education and experience of the narrators will provide. Of late years we fail to meet with such reports, but instead of them, there has arisen a formula which is simply a dreary waste of statistics. Year after year the same routine is gone through, and the mind that traverses by reading the printed pages, realizes Dickens's simile of "dipping buckets in an empty well, and growing "old by drawing nothing up." We hope that our remarks on the subject will be taken in good part, and not be misconstrued to signify more than they are intended to mean. We do not for a moment suppose that the officers who have prepared the Report before us, and especially the gallant gentleman under whose immediate auspices it has been published, have conspired to frame a narrative of the administration of their own Department, expressly with the view of baffling all curiosity as to the substantial effect of the Department on the administration of the country. The literary talent of the Department stands conspicuous in many examples before the public, and we must look for a reason for the presentation of such a sterile report as this, in a direction different from their personal tastes or ability. The truth most likely is that a form or pattern is given to them, and to this bed of Procrustes all the subordinate reports are to be inexorably fitted. The effect can be no other than death to all that may be symmetrical or interesting in the original papers submitted from the districts.

The part in the Administration Report of last year to which the reader turns with eagerness is that headed "Agricultural." If the ordinary duties of the Public Works Department are its prose works, the irrigational works that it undertakes may be considered to be its poetry. The direst calamity to which humanity can be subject is famine, and the remedy for that evil is to be found in India in nothing but an extended scheme of irrigation. Water is wanted everywhere in Guzerat, Deccan, Khandeish, Sind. The earth is crying for water, and the endeavours which are being made to supply it throughout the length and breadth of this Presidency challenge the deepest interest in them. It is six or seven years now since Her Majesty's Government sanctioned the embarkation by the Indian Governments into schemes for irrigating land. Large or small, from borrowed capital, or from ordinary revenues, the works were to be made, and the two chief conditions which were imposed were to select places which more urgently than others needed such works, and in all cases to secure a revenue from them so as to meet the additional financial burdens thrown on the State in their construction and subsequent maintenance. The details of the operations required in Bombay have been entrusted to, perhaps, the most experienced and talented officer in Western India on such questions, Colonel Fife, R. E., and making all allowances for his hobbies we may place reasonable faith on his fulfilling his great duties to satisfaction. But what has he done in these seven years? We think that the public may claim at his hands a fuller account of his operations, such as will take in the whole system of his schemes, and in which the *scope* of his projects, their *cost*, their probable *revenue returns*, will be interwoven together so as to bring out the ultimate results of the irrigational works which have been undertaken on his recommendation. It is not to be denied that given any of the items of works of this character which are described in the Report before us, anybody may find out that the estimated cost of it is so many lakhs of rupees, of which such a proportion has been spent, on so many feet of masonry, or in such a length of excavation. Here and there a little more of detail appears than distinguished the other portions of the Report. But we respectfully submit to the Government, that to offer such small measure of information to an intelligent public, and pass it off as an account of the transactions of a highly important Department, is to offer merely the shadow of the substance which that public expects to receive. Let the positions be reversed, and the Government occupy the place of the public whose affairs it administers. We ask, would it be contended with such brief and indefinite accounts of any of its great irrigational works, from its executive officer, as is given in this printed report? There can be no two opinions as to the reply. And if the Government would not be contented with that, how can it expect the public (or that portion of the public which understands its relative position towards the State, and to whom indeed such a Report as this is practically addressed) to rest satisfied with it?

WE publish to-day a very extraordinary document in favour of the port of Carwar, which has been placed by Government at the disposal of the Press. It is signed by Mr. G. C. Parker, lately a Lieutenant in the Indian Navy and now holding the distinguished office of Port Officer and Conservator of the Port of Carwar. It is curious that no date is attached to this document, and in all probability it was written before "the "fierce light" of criticism began to be directed on the once obscure port which Mr. Parker conserves; but in point of fact, it does not much matter when his report was produced: any date, either in the past or in the future, would suit it as well as any other; and all it really proves is how very hard up the supporters of the Carwar Railway scheme must be for evidence in favour of that scheme.

We cannot congratulate Lieutenant Parker on the business-like character of his report, but it may serve to show pretty clearly what sort of a harbour Carwar is and what is required to make it what it would require to be in order to fit in with the Railway scheme. He very judiciously commences, however, with the following statement in his second paragraph, which being either meaningless or absolutely unintelligible, is well calculated to excite profound respect for the writer of it:—"Carwar harbour is only open "from west to north-west, so that when the "wind in a cyclone has got round to the north-"west the centre of the revolving storm will "have passed to the northward of Carwar." That may be very true, but the advantage of it to the shipping in the harbour must depend so entirely on the distance of the centre of the cyclone from them, that we fail to see why the statement is made at all and what it proves in favour of Carwar. The fourth paragraph contains a splendid truism, namely, that "the "harbour is capable of great improvement," but the addition "at a moderate cost," requires a different kind of authority from a Port Officer. Men's estimate of what "a moderate cost" means varies very much, especially when it is public money which is concerned, and a glance at the map of Carwar, or rather Sudashewghur, harbour, may convince anyone that no moderate cost would make it either commodious or safe for a score of vessels. Only a very imaginative man could be brought to believe that the addition to it of a breakwater of 500 yards could produce "a most extensive anchorage, a great part of which will be just like a dock." It will be so, but only in the same sense in which the whale of Polonius was like a cloud, and the water in which the breakwater would be made is so deep that the expense would be anything but "moderate." But, perhaps, Mr. Parker's crowning achievement is the information he gives us in his sixth paragraph, and which is to the effect that the portion of Carwar harbour suitable for large vessels has the enormous "area of five "or six acres!" This then is the great and grand harbour of Carwar of which we have heard of so much of late. Elphinstone Circle, exclusive of its buildings, has an area of four acres and 3,029 square feet. Let us extend it by taking in the space in front of D. S. Kemp and Co.'s and we have Carwar harbour so far as it is capable of accommodating large vessels. How many large vessels it would hold and what amount of bumping would go on between them may be left to the estimate of the candid reader. There is, however, "an "inner cove, of fifteen feet and under," of which it seems something may be made. We presume it is not meant that this cove is fifteen feet in length, though after the Elphinstone Circle harbour, one's ideas become modest; but, if depth be meant, the indefinite statement that is "fifteen feet *and under*" is scarcely satisfactory, and when Mr. Parker informs us that it "had not diminished in depth within the "memory of man," we should like to know if careful soundings have been made of it regularly by the oldest inhabitant or by any one else. The expense of dredging such "a cove," to the depth of fifteen or twenty feet, would depend on the size of it, but if it is to hold from 20 to 30 large ships the work would not be unworthy of the engineering and financial energy of a Lesseps. There is thus a fine indefinite prospect of dredging opened up which must be more agreeable to the makers of dredging machines than to the Government of Bombay. We are next informed, in paragraph eight, that Carwar is very cool, owing to its being opposite to an opening in the ghauts; on which principle Mahar, one of the hottest places in the Concan, ought to be cool also; but what avails this alleged coolness when this Carwar is so extremely unhealthy as it notoriously is. We suspect the coolness lies only in the constitution and disposition of Mr. Parker, and must not be calculated on by ordinary visitors. And if it is so very cool, what is the great advantage of having a hill 1,800 feet high beside it? What, also, are we to make of the statement that a road has already been made up it and four houses built upon it for the benefit of the two Europeans which the *Times of India* Almanac for this

"GIRLS VERSUS BOYS."

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—It has been said of late that the Director of Public Instruction has asked Mr. Govind Karkuré, B. A., to examine the young ladies attending the "Fort Convent School" in October next, and to report the results of the examination through the Bombay local papers. The head mistress of the school has been instructed likewise to arrange the classes according to the routine followed in the boys' schools, viz., four different standards, commencing from the IV. as the highest. Could you, Sir, or any of your readers inform me whether this rumour happens to have any foundation at all? I am sure the Director of Public Instruction would rather see fit to ask a Miss Carpenter or some other lady of known mental culture to examine young ladies attending schools than any of our Governments examiners to do so.

Bombay, 13th August. VERITAS.

*** Our correspondent need not be alarmed. We have no doubt that the head mistress of the Fort Convent School will look after Mr. Karkuré, B. A., and see that he behaves himself properly in the delicate and trying, but enviable, position which is said to have been assigned to him. Perhaps an elderly gentleman might have been better, but we are not quite sure of that. Unfortunately, or fortunately, Miss Carpenters are not so plentiful in India at present as they may one day be, and the proper examination of a school requires something more in an examiner than mere mental culture. It would be difficult to get a lady to conduct the examination who had the necessary scholastic experience, unless the Director of Public Instruction were to select for the purpose some of the ladies who conduct what might be considered rival establishments, which would be objectionable on other grounds.—ED. *B.G.*

BOMBAY.

THE NATIVE CHIEF.—Maharajah Bukhutsing, of Rewa Kanta, who arrived here last week, left for Poona on Tuesday.

LEWIS' THEATRICAL TROUPE arrived yesterday by the Australian mail steamer Bangalore. They play at Grant Road Theatre for the first time on Monday evening.

SMALL-POX ON BOARD SHIP.—William Saim, a seaman of the ship William Frere, who was attacked with small-pox, was removed to the European General Hospital on Tuesday.

FIRE.—On Tuesday night last a fire broke out in 2nd Bhoyewada Street, in the house of one Tellachund Treecum, which was speedily extinguished by the exertions of the police.

OUR NATIVE STATES.—The *Dayan Prakash* considers it one of the greatest defects in the administration of the Native States that the scale of salaries given to the public officers is ridiculously low.

THE MAZAGON LAND COMPANY.—The *Akbbari-Soudagar* states that Messrs. Dinshaw Manockjee Petit and Tapidas Varjdas have retired from the directorate of the Mazagon Land Company.

CHARGE OF BRIBERY AGAINST A POLICE RAMOOSEE.—In the Girgaum Police Court yesterday, one Moroo Jotee, a police ramoosee, was charged with having received a bribe of one rupee from a native, and was fined ten rupees.

CHOLERA.—There were five cases of cholera reported to have occurred on Tuesday—one at Chuckla, one at the Apollo Bunder, one at Mandvie, one at Mazagon, and one at Chowpatty. The police had administered cholera mixture to the parties.

A WARNING TO BOATMEN.—A Mussulman named Shaik Ali Shaik Ahmed, a boatman, was yesterday charged before Mr. Nana Morojee with carrying a greater number of passengers in his boat than it was licensed to carry, and was fined Rs. 18.

ACCIDENT.—On Tuesday while a Goanese named Francis Antone, a butler in the employ of a Mrs. Taylor, was washing a bottle with hot water, it suddenly burst, cutting him seriously about the abdomen. The man was conveyed to the Jamsetjee Hospital.

REFRACTORY SEAMEN.—William Oliver and John Burns, seamen of the British ship Flying Venus, were charged before Mr. Nana Morojee yesterday with continued wilful disobedience of lawful commands in the refusal of duty, and were each sentenced to a fortnight's hard labour.

COMMITTAL IN THE COTTON FRAUDS CASE.—The Senior Magistrate yesterday committed Shaik Ahmed Goolam, a boatman, for trial at the ensuing Criminal Sessions of the High Court, on a charge of theft of fifty bales of cotton, valued at Rs. 5,700, the property of Messrs. Volkart Brothers.

CRIMINAL MISAPPROPRIATION.—Yesterday, in the Fort Police Court, a man named Bapoo Gunoo, a noted thief, was charged before Mr. Nana Morojee with fraudulently misapplying in breach of trust six rupees in cash, belonging to Jejee, woman. He was convicted and sentenced to six months' rigorous imprisonment.

INSOLVENCY COURT.—At a sitting of the Insolvency Court yesterday, before the Hon. Mr. Justice Gibbs the case of Raghoonath Ramchander was called on. The insolvent's liabilities amounted to Rs. 94,378, his good assets to Rs. 56,087, and the doubtful assets to Rs. 1,550. There was no opposition, and he was sworn to the truth of his schedule and discharged.

THE FORGERY CASE.—We learn that the Hindoo named Nanabhai Kupoorchund, who was sentenced last week by the Session Judge of Surat to one year's rigorous imprisonment, and to pay a fine of Rs. 500, or in default to undergo further imprisonment for six months, for dishonestly using as genuine a forged document, intends to appeal to the High Court against the decision of the Session Judge.

AGGRAVATED ASSAULT.—Manuel Fernandes, a Spaniard, was yesterday sentenced by Mr. Nana Morojee to two months' rigorous imprisonment for committing an aggravated assault against the person of one Edward Dillon. It appears that about two months ago, while complainant was in the Shipping Office, the prisoner threw him down and struck him on his right temple. He then drew a knife, with which he intended to stab Dillon, but it was snatched from his hands.

THE BOMBAY PARSEES AND FOOTBALL.—It is said that imitation is the sincerest form of flattery, and if this be true the Bombay Football Club must feel complimented by the fact that last night a Parsee Football Club turned out on the Esplanade and punished a big ball with all the emphasis Zoroastrian soles were capable of. Plenty of enthusiasm was exhibited by the players, who did some rough-and-tumble work very successfully, and the erratic battles between the goals were watched by a considerable number of admiring Orientals.

TRANSLATION OF NEW ACTS.—Referring to the recent appointment of Mr. Cursetjee Rustomjee, subordinate judge of Callian, to the duty of translating some new Acts into the Marathi and Guzerati languages, a native contemporary says that Mr. Cursetjee may be a very good judge, but that does not make him a good translator. He is not known for his scholarship even in his mother tongue, Guzerati; and this gentleman has been appointed to supervise the Marathi translation, prepared by a Maratha, a successful graduate of the University.

THE NIGHT SCHOOL IN SIND, HYDRABAD.—Colonel Sir William Merewether, Commissioner in Sind, has addressed the following letter to Mr. E. M. H. Fulton, Education Inspector in Sind, about the above school:—"Sir,—In reply to your letter No. 517, dated the 5th June inst., I have the honour to inform you that the report on the progress of the night school is most satisfactory, and I have to request that you will convey to Rao Bahadoor Narayen Juggonath the gratification it has afforded me to learn that such rapid success has attended the efforts to promote this laudable movement."

GOVERNMENT APPOINTMENTS.—The *Hitechchu* (well-wisher) observes that in filling up appointments under it, Government ought to guide itself by a proper and careful regard to the merit, qualifications, previous service, experience, &c., of the nominees. But it now and then, says the writer, sets aside this just and wise principle, and allows itself to be swayed by favouritism and partiality. The writer refers to several recent appointments, such as those of the Acting Resident at Hydrabad, in the Deccan, of the new Surgeon at the Baroda Residency, to the confirmation of Dr. Bühler in the Educational Inspectorship of Guzrat, to the appointment of Dr. Hewlett as Surgeon to the Goculdas Tejpal Native General Hospital, &c., in support of his assertion.

ACQUITTAL OF CASSIDAS BHUNSALLY.—The case against Cassidas Purshotumdas Bhunsally and Vishnoo Sumbhajee, a policeman, was disposed of yesterday by Mr. Nana Morojee. The prisoners were charged with intent to cause injury to one Achutlal Dwarkadas, a cotton-broker, by falsely charging him with having committed the offence of robbery, knowing that there was no just or lawful ground for such a charge against that person. The magistrate in disposing of the case reviewed the evidence at length, and came to the conclusion that there was no *prima facie* case made out for the committal of the prisoners to the High Court, and therefore ordered them to be discharged. Mr. Hearn, Public Prosecutor, conducted the prosecution; Mr. Khunderao Morojee, solicitor, appeared for the defence.

THE CASE OF THE KAPOLE BANIA WITHDRAWN.—At the Fort Police Court yesterday, before the Senior Magistrate, Khoosbal Bhanna, Pettamber Veerjee, Ganda Pudumsey, and Waghjee Meeta, appeared to answer a charge of having by force compelled, or by deceitful means induced, a woman named Samabaee to go from her place of residence in Bombay, preferred against them by one Pragjee Laljee, a member of the Kapole Bania community. The complainant, it will be remembered, came to Bombay from Bhownuggur with Samabaee to celebrate his marriage with her. The defendants went to the place where they resided, and after having assaulted both of them, forcibly took away the woman. On the next day Pragjee appeared with his advocate, Mr. B. M. Wagle, and applied to the magistrate to grant him a warrant against the parties on a charge of assault. Mr. Connon declined to grant a warrant, but ordered a summons to issue against the defendants. Last week, when the case was called for hearing, the complainant's advocate withdrew the charge of assault and preferred a fresh charge as above. The case was fixed for hearing yesterday, when the defendants appeared to answer the above charge. The complainant's name was called out thrice, but he did not make his appearance in Court. A Hindoo clerk of Messrs. Macfarlane and Skipsey, solicitors, who is known among professional gentlemen by the name of "Jack," rose and told to the magistrate that the complainant's advocate had written to Mr. Macfarlane, intimating that the charge had been withdrawn. He said that complainant had no means to conduct the case. The magistrate said that in that case the defendants were entitled to their costs. On being questioned whether they wished to make any application for costs, the defendants said nothing. Charge withdrawn for want of prosecution.

HIGH COURT.—15TH AUGUST.

(Before the Hon. Mr. JUSTICE GIBBS.)

LONG CAUSES.

655-71—Manisty and Fletcher—Memon Hajee Sulimon, &c v. Bai Baya Beebee, widow—C. T. Abjee.

447-71—Shapurjee and Thakurdass—Hurgopal Premsookdass and another v. Sooratram Bhaijee—Dallas and Lynch.

393-70—C. Tyabjee—Mahomed Ally v. L. A. Wallace and others—Craigie, Lynch, and Owen.

15-70—Rimington, Hore, and Langley—Hassumbhoy Goolam Hoosein and another v. Goculbhoy Futtaybhund—Dallas and Lynch.

120-70—Payne—Sevaklal Kursondass v. Thucker Dhunjee Heerjee—J. Gopall.

136-70—Leathes and Crawford—Premjee Somjee v. Goculdass Manjee—Payne.

173-70—Hearn, Cleveland, and Peile—Chimnajee Rungoojee v. Dhunbai widow—Dallas and Lynch.

206-70—P. Dinshaw—Isaac Pe..nell and another v. Dawood Bawa—No appearance.

296-70—Shapurjee and Thakurdass—Hajee Seedick Hajee, &c., v. Esmail Ahmed and others—Rimington, Hore, and Langley.

305-70—Rimington, Hore, and Langley—Ismail Ahmed and another v. Hajee Seedick Hajee Gooi, &c.—Shapurjee and Thakurdass.

314-70—P. Dinshaw—Callianjee Muddonjee v. Vituldass Nundkeshordass and another—Keir, Prescot, and Winter.

315-70—J. Cleary—Fatmabibi, &c., v. Sha Vundravandass Vijlal—Mody.

322-70—Hearn, Cleveland, and Peile—His Highness Tookajee Maharaj v. Potamberdass Narayenjee—Dallas and Lynch

408-70—P. Dinshaw—Callianjee Muddonjee v. Ambashunker Lakshmeedut—Keir, Prescot, and Winter.

412-70—Payne—Keswodass Sewdass v. Hurivulubdass Huridass and another—No appearance.

427-70—Tyabjee—Cumroodin Hyder Ally & Co. v. Hassonbhoy Thavur & Co.—Rimington, Hore, and Langley.

452-70—Leathes and Crawford—Luljee Ludha and others v. Kesojee Dewjee and others—Dallas and Lynch.

474-70—Hearn, Cleveland, and Peile—Govindjee Luckmichund and another v. Rowjee Dadaram—Mody.

118-70—Shapurjee and Thakurdas—Rowjee Dalla am v. Govindjee Lukhmichund and another—Hearn, Cleveland and Peile.

475-70—Dallas and Lynch—Chunabai widow v. Doongersey Hathibhoy—C. Tyabjee.

479-70—Craigie, Lynch, and Owen—The Commercial Corporation v. Callianjee Hunsraj and another—C. Tyabjee and Macfarlane and Skipsey.

(Before the Hon. Mr. JUSTICE BAYLEY.)

MOTIONS.

LONG CAUSE.

696-70—C. Tyabjee—Ally Ebrahim v. Bhowan Ramjee—Macfarlane and Skipsey—Part heard.

SHORT CAUSE.

361-71—Hearn, Cleveland, and Peile—Vurje vundass Madhowdas and another v. Ardasser Dossabhoy M.—No appearance.

(Before the Hon. Mr. JUSTICE GREEN.)

FOR JUDGMENT.

315-71—Hearn, Cleveland, and Peile—Varjevundass Madhowdas v. The Justices of the Peace for the City of Bombay—Leathes and Crawford.

MOTIONS.

LONG CAUSES.

339-70—P. Dinshaw—Kullianjee Muddonjee v. Kessowdas Dwarkadas—Hearn, Cleveland, and Peile.

601-6-9—Leaties and Crawford—Hormusjee and Sorabjee v. Curson Narron—No appearance.

231-71—Rimington, Hore, and Langley—Govindkundass Purshotumdass v. Khoja Vali Mahomed—Jefferson and Payne.

451-71—C. Peile—The Secretary of State in Council, &c., v. Chubildass Lulloobhoy—Jefferson and Payne.

477-71—Jefferson and Payne—Luckmidass Khimjee v. Jamsetjee Nowrojee and others—Khunderao Morojee.

SHIPPING ITEMS.

THE SHIP WILLIAM FAIRBAIRN, 1292 tons, Captain A. Mackenzie, will sail to-day for Calcutta, in ballast.

THE SHIP MARY STENHOUSE, 1243 tons, Captain Hedgcock, will sail to-day for Calcutta with a cargo of 500 tons salt and 15 coils hemp hawsers.

THE S. S. ASSYRIA, 969 tons, Captain M. C. J. R. Smart, sailed yesterday for Kurrachee with a general cargo, and Mr. E. Behrmann as a passenger.

THE S. S. EUPHRATES, 800 tons, Captain C. C. D. Hutchison, will sail to-day for the Persian Gulf via Kurrachee with a general cargo and the following passengers:—For Kurrachee—Mr. J. Fox and seven deck passengers. For Muscat—One deck passenger.

THE P. and O. Steam Navigation Company's ship Bangalore, Commander G. C. Burn, arrived in harbour yesterday from Sydney, with the following passengers:—From Sydney—Mr. J. Macpherson and Dr. Chalmers. From Melbourne—Dr. Carroll, Mr. Moody and infant, C. Fearnes, G. Johnston, Mr. Moody and Mrs. Lewis and native servant, Mr. and Mrs Lawrence, Misses May and Nelson. Lewis's Dramatic Troupe from Melbourne—Messrs. Anderson, Leonard, Mansergh, James, Dearwyn, Parkes, one musician, and one mechanist.

STATE OF THE TIDE AT BOMBAY.

HIGH WATER. Time.	Height.	AUGUST.	LOW WATER. Time.	Height.
H. M.	FT. IN.		H. M.	FT. IN.
8 31 m	4 4	Thursday 15	1 14 m	5 7
7 49 a	2 6		2 23 a	0 11
9 34 m	5 6	Friday 16	2 29 m	6 6
9 5 a	3 5		3 31 a	2 0
10 23 m	6 7	Saturday 17	3 32 m	7 5
10 9 a	4 6		4 26 a	3 4
11 5 m	7 4	Sunday 18	4 28 m	7 11
11 3 a	5 6		5 11 a	4 8
11 46 m	8 0	Monday..... 19	5 17 m	8 2
11 52 a	6 1		5 56 a	5 10
.....	.....	Tuesday..... 20	6 2 m	8 0
0 56 m	8 2		6 40 a	6 6
0 41 m	6 3	Wednesday ... 21	6 47 m	7 5
1 5 a	7 10		7 22 a	7 10

Moon—Full, 19th, 1h. 43m. A.M.

MR. NARAYEN WASSODEWJEE'S MUNICIPAL CAREER.

A CORRESPONDENT sends us the following communication which we publish in justice to the Honourable Member of Council to whom it refers:—

Our attention has been called to a little para. in the *Native Opinion* of Sunday last, which after noticing the appointment of the Hon'ble Narayen Wassodewjee to be a member of the Legislative Council, winds up with these words:—"Of Narayen Wassodewjee's qualifications the only evidence the public has yet had is his thick and thin advocacy of our late Commissioner; and that we see by recent examples means a good deal." It would not have been requisite to notice this little effusion of froth on the part of an obscure weekly paper, as Mr. Narayen's good repute is happily too high to be tarnished by it; but we find our contemporary of the *Times of India* has invested it with importance by extracting the para. in Monday's paper. We are in a position to say, that the first part of the sentence we have extracted is an absolutely false statement; and as for the second part, we must wait until the *Native Opinion* itself sheds its little light upon its latent meaning. We need simply refer to the different occasions of sensational movement in the Bench of Justices, which occurred during the last six years, and note the part taken by Mr. Narayen upon each of those occasions; and then the "thick and thin" advocacy of Mr. Crawford would be transformed into "neck or nothing" opposition.

In 1867, the movement on foot was the recovery of Municipal rates and taxes in advance half yearly. In the Standing Committee, as well as in the Bench meeting of 4th Feb. 1867, Mr. Narayen opposed Mr. Crawford tooth and nail, and was one of the only three Native Justices who sided (along with nearly the whole of the European Justices) against Mr. Crawford. Mr. Scobie, the chairman on that occasion, complimented Mr. Narayen for having stood up in defence of the poor.

In October 1867 came the controversy concerning the unauthorized sale to Mr. Munguldas by Mr. Crawford of the Green Market, and the motives of the latter in the transaction were strongly impugned. It is well known that Mr. Narayen was one of the staunchest opponents of the confirmation of the sale.

In the following year arose the project of Mr. Crawford to raise additional revenue by the way of town dues and octroi duties. In the warm discussion upon this occasion Mr. Narayen was again in the opposition.

Every one remembers the most active and able lead which Mr. Narayen took in the matter of the withdrawal by Government of their contribution to the police expenses. Mr. Crawford, it is well known, was supporting the attitude of the Government, whilst Mr. Narayen so opposed this action, as to extort from Mr. Souter and Mr. Crawford a reduction of the expenditure of the police to the extent of over half a lac of rupees. On this occasion he maintained his ground, not only against Mr. Crawford, but against the Commissioner of Police and the Government.

In the middle of 1871 Mr. Crawford sent up to the Bench a revised budget, showing a fall in the revenue from town dues, and the withdrawal of the Government contribution towards the police, and demanding additional ways and means to meet the budgetted expenditure. This revised budget had been first presented to the Finance Committee, and by them it was passed against the vote of Mr. Narayen. At the Bench meeting, however, it was in consequence of the threatened and inflexible opposition of Mr. Narayen that Mr. Crawford himself was compelled to move for the budget being sent back to the Commissioner for the purpose of making a corresponding reduction in the expenditure, as to make both ends meet.

At the sensational meetings of June and July 1871, when the project of a Town Council came from Mr. Forbes, Mr. Narayen differed from him in only one important point, viz. that he maintained the inexpediency of investing the Town Council with executive powers, but in the main he was as staunch as Mr. Forbes in the opposition to Mr. Crawford being left without curb or check in matters of expenditure.

The last act in the history of sensational municipal agitation, was the confirmation of Mr. Crawford's lease of the municipal offices. Mr. Narayen spoke against it, voted against it, and even when it was confirmed by the majority of a single vote, he was among the first to initiate the protest and to bring about a rescission of that confirmation at a subsequent meeting of the Bench.

These are broad stubborn facts which cannot lie, and show how false and unfounded is the statement of the *Native Opinion*, that Mr. Narayen was the advocate of Mr. Crawford through thick and thin. The public has before it only the facts we have detailed above, which occurred in the public meetings of the Bench. How frequently and how strongly Mr. Narayen fought against the acts or projects of Mr. Crawford in the Finance Committee, and in the Standing Committee, is not known to outsiders; but we have no doubt that if the writer in the *Native Opinion* refers to Colonel Hancock, or Mr. Hamilton Maxwell, or Mr. Dosabhoy Framjee, or any other members who worked on those committees, he will learn, to his surprise, that Mr. Narayen often had brushes with Mr. Crawford upon various questions. We learn that the costly asphalting in Bhendy Bazzar, and the expensive Panwell Brick Works were put a stop to in consequence of the opposition of Mr. Narayen, very much against Mr. Crawford's wishes.

We have gone the length to show, once and for ever, that if there is any impression in any quarter that Mr. Narayen was always at the side of Mr. Crawford, it is a most unjust and ill-grounded one. We cannot but believe that the remark made by the *Native Opinion* in this instance is one of those heedless, thoughtless statements, hardly seriously meant, which careless writers indulge in, by way of winding up a paragraph, to appear smart and witty. It might appear a marvel that, notwithstanding all this obstruction and opposition to the views, plans, and projects of Mr. Crawford offered by Mr. Narayen, an unbroken friendship was maintained between them; but this is accounted for by the fact, that his opposition, unlike that of several others, was marked by a gentlemanly, ingenuous, and reasonable manner, and was couched in the most courteous and inoffensive language. Mr. Narayen was never factious, and in this lay all his success.

REPORT ON THE NATURAL ADVANTAGES OF CARWAR AS A HARBOUR, AND THE FACILITIES NOW OFFERED FOR LANDING AND SHIPPING CARGO.

1. Carwar bay seems designed for a harbour. Carwar head is 640 feet high, and extends in a westerly direction for more than a mile. This promontory quite shelters the greater part of the bay from the south-west sea and swell, and the water at the anchorage is much smoother during the monsoon than Bombay harbour.

2. Carwar harbour is only open from west to north-west, so that when the wind in a cyclone has got round to the north-west, the centre of the revolving storm will have passed to the northward of Carwar.

3. This harbour is the nearest sea-port to the great Dharwar cotton fields, and the only accessible port during the monsoon on the Malabar Coast.

4. The harbour is capable of great improvement, at a moderate cost.

5. By carrying out a break-water from Carwar head to a distance of 500 yards in a north north-easterly direction a most extensive anchorage may be sheltered, a great part of which will be just like a dock. The material for such a work is close at hand.

6. There is a large space now sheltered from the monsoon with 21 feet at the very lowest spring-tides (26 to 28 high water,) and with an area of five to six acres, having 19 to 20 feet, sufficient for several large vessels. The general area of that part of the harbour which has a depth of water from 15 to 21 feet is upwards of 20 acres, and the bottom nothing but soft mud.

7. There is an inner cove with 15 feet and under, almost completely land-locked, which has not dimension in depth within the memory of man, and it has been ascertained that this could be dredged out for another 15 or 20 feet, the bottom being nothing but soft mud. There would then be ample space for from 20 to 30 large ships and sufficient water for vessels to load and discharge cargo alongside the wharves.

8. The space is remarkable for being one of the coolest on the coast, owing probably to its being opposite to the opening in the ghauts.

9. Goodhully hill, 1,800 feet high, is quite close to Carwar, a road up has been made, making the distance about four miles, and several houses have already been built there. This is a very important addition to the advantages of the place, opening the way for the residence of the families of the Europeans connected with the port in a temperate climate and affording great relief to invalids.

10. Few spots on any coast would present equal facilities for the construction of a harbour commanding a valuable and extensive trade, and at the same time possessing so many qualities which admirably adapt it for a harbour of refuge, the great want on this long and dangerous coast; and the increase of traffic under sail and steam along the Malabar Coast renders it highly expedient to form a commercial port between Cape Comorin and Bombay, a distance of about 700 miles, and the locality of Carwar sheltered as it is in the south-west monsoon by Carwar-head presents an eligible and favourable position for such a harbour.

11. The facilities now offered for landing and shipping cargo are equal to any port in India at the present time.

12. There is a screw pile pier 60 by 60 feet with four cranes (2 three-ton cranes and 2 seven-tons), with 12 feet of water alongside at high-water, so that pattimars and native craft of large size can load and discharge their cargo alongside the pier. Coasting steamers and vessels of small draught also make use of the pier and cranes in loading and discharging cargo.

13. There is also a wharf-wall of about 1,000 feet in length with travelling-cranes, with sufficient water alongside the wharf for cargo-boats and other small craft, to load and discharge cargo, and ample space for the stowage of goods. Moorings are laid down for large vessels at from 3 to 500 yards from the pier.

14. There is a first class Dioptric Light on Oyster Rock, 210 feet above the sea, which is visible from a ship at about 25 miles distance. There is also a signal station and gun on Oyster Rock.

15. There is a leading red light into the harbour and a signal gun at the Port Office.

16. Also a signal station on Carwar head 600 feet high. From this station vessels can be sighted at a long distance, both to the north and south.

17. Moorings are laid down for four vessels in smooth-water and quite sheltered from the monsoon. 6 screw-moorings are ready to be placed when required. Moorings could be laid down for about 20 vessels in 18 to 22 feet of water (low-water) quite sheltered from the monsoon. Moorings are advisable on account of the bottom being soft mud and not good anchoring ground.

18. Upwards of 50 vessels of small draught could be berthed in the cove where there is water from 10 to 16 feet (low-water-spring-tide).

19. The two dangers outside the harbour have been buoyed off, but I would suggest beacons instead on account of the buoys breaking adrift during the monsoon.

20. As soon as the construction of the railway is decided on the question of the improvement of the harbour should be taken in hand, and it is to be considered which of the two schemes now mentioned, namely, building a break-water as proposed by Captain Taylor, Indian Navy, or making the cove into a wet dock by dredging, is the most feasible and less costly; for if the break-water were made, there would be no necessity for dredging out the cove, and *vice versa*.

21. The pier should be run out another 100 feet, so that large steamers could run alongside to discharge cargo, for there would then be 18 feet of water alongside. Two more cranes are required on the pier for landing heavy machinery—one 10 ton, and one 20 ton steam-crane.

22. Landing stages to be run out from the wharf wall on screw-piles, parallel to the wharf, to the distance of 30 feet. This would give more water for cargo boats and native craft, and enable them lay alongside at all times of the tide.

23. Beacons to be placed instead of the present buoys now used to mark the dangers outside the port.

24. The 6 screw moorings to be laid down, and 6 heavy anchor-moorings in addition.

25. The cost of the improvements now recommended would be considerably less than £100,000 proposed to be sanctioned for the improvement of the harbour by the Government of India.

26. If the improvements suggested are carried out, Carwar will have an excellent and safe harbour at all seasons of the year, and with the addition of a small steam-tug in case of accidents the advantages would be great.

27. The total number of pressed bales already exported to Europe is about 112,000 and 56,000 exported to Bombay.

28. Twenty sailing-ships and six steamers have loaded at Carwar for Europe, the latter proceeding via Suez Canal.

29. Carwar has an advantage over Bombay for vessels leaving during the monsoon in being 250 miles to windward.

30. Twelve sailing-ships have arrived at Carwar during the monsoon, and twelve have left the harbour during the same season of the year.

GEO C. PARKER, Lieutenant I. N.,
Port Officer and Conservator.

MUSCAT NEWS REPORT.

FROM 18TH JULY TO 1ST AUGUST.

HIS HIGHNESS THE SULTAN returned from Burka on the 24th of July.

Several leaders of the Mâwal tribe who had given His Highness trouble were made prisoners and is now in the fort of Burka. A salute was fired at Muscat to announce this circumstance.

Tranquillity prevails in all parts of Oman.

SHIPPING.

ARRIVALS.—22nd July, Turkish steamer Babel, from London. 24th July, ship Mary and Emma, from Calcutta. 25th July, mail steamer Cashmere, from Bombay. 29th July, ship John Kitson, from Sunderland. 1st August, mail steamer Euphrates, from the Persian Gulf.

DEPARTURES.—18th July, mail steamer India, to Bombay. 23rd July, Turkish steamer Babel, to the Persian Gulf. 25th July, mail steamer Cashmere, to the Persian Gulf. 27th July, schooner Eliza, to Mauritius.

THE EASTERN FINANCIAL ASSOCIATION.

A PEEP INTO THE SHARE MANIA TIMES.

(Continued from Wednesday's Bombay Gazette.)

MR. ANSTEY next read from, and commented upon, Rahimbhoy's affidavit at considerable length, remarking that it showed how these men had not been chastened by the sufferings and affliction of their fellows since the year of bubbles in Bombay. The learned counsel then commented upon para. 31 of the second petition, and tried to show how, in his opinion, it contradicted para. 28. In para. 33, he said, there was an inconsistency, which he dwelt upon at some length. It charges Nusserwanjee with crediting himself with commission on the full amount of Rs. 30 per share without regard to the fact of compromises being effected; whereas in the affidavit of Rahimbhoy Hubibhoy, he says, it was fully understood that Nusserwanjee should be entitled to get credit in the account for commission on the full amount of call. Whether, said Mr. Anstey, the liquidator is entitled to set off the whole of his commission against the call or the call against the commission, he has generously enough taken not a pie of commission except upon the amount recovered, although he has a strict right to charge on the amount of the call; and he wished, through the learned counsel, to inform the Court that he had not asserted his strict right, and did not mean to enforce it. The learned counsel, in reference to para. 33, remarked upon the inconsistency of these men seeking to apply one principle to themselves and quite another principle to the liquidator.

The Judge—The liquidator insists that, by paying themselves at six annas, these men are making a profit out of this trust. There would be no objection to their getting that rate if they had paid the claims at the same rate.

Mr. Anstey, referring to another para. of the second petition, said he charged Nusserwanjee with falsifying the minutes of a certain meeting, whereas it was resolved that the liquidator's commission should be set off against the call. These men now say they never understood it was to be in full satisfaction of the claim against Nusserwanjee. The minute, as prepared by Mr. William Watson, the manager to the liquidator, did leave out the words "in full satisfaction," &c., and these were afterwards added, but Ahmedbhoy admits that the altered minute was sent to him to read over. That charge was easily disposed of by the fact that Mr. Rowland Hamilton had placed a minute immediately under the minute as altered, stating that the minute correctly set out the arrangement come to. Kessowjee Naik made no sign, and Ahmedbhoy's allegation stood uncorroborated.

The Judge—Certainly it detracts from the merits of the representative's case that the oldest man of business among them does not make an affidavit.

Mr. Anstey said Kessowjee simply gave authority to Rahimbhoy to sign for him, but not to make affidavits for him. The case stood thus: He (Kessowjee) granted a mere procuration to Cassumbhoy Dhurumsey to sign for him; and on the 12th August 1871 he revoked it and gave it to Rahimbhoy; and then comes a third authority in March 1872 when this second petition was in contemplation. Rahimbhoy says—"I have been the attorney of Kessowjee Naik and Ahmedbhoy Hubibhoy," &c., which is false, as he is not the attorney of Kessowjee, but simply holds a warrant to sign per. pro. Mr. Anstey begged to draw the Court's attention to what the second petition charges his client with. It charges him with prostituting his powers to the gratification of personal spite against Kessowjee Naik and Ahmedbhoy Hubibhoy, with neglect of his duty to gratify his personal animosity against those persons; with delay in realizing certain shares in the East India Bank; with delay in enforcing the call of Rs. 30 per share; with maintaining an establishment at a larger cost than is requisite; with charging commission at 2½ per cent. and crediting himself with the full commission; and with an alleged alteration of the minutes of the liquidators made for his own benefit. All these charges had been satisfactorily answered by Nusserwanjee Ardasir Wadia in his affidavit in reply to the petition. It was strange to notice that neither Cassumbhoy Dhurumsey nor Kessowjee Naik joined in the affidavits. Cassumbhoy is in Bombay; he has the same interest in the company as the others; and yet he does not join. As to Kessowjee Naik, it was strange that, having written such a letter as he did on the 26th December 1868, he should authorise such an aggressive petition. He says in that letter that he makes over all his interest in the concern and transfers all claims to Cassumbhoy Dhurumsey; and yet he stultifies himself by authorising the petition.

The Judge—If it is a genuine letter, I cannot see how anybody can use the authority of his (Kessowjee's) name afterwards.

Mr. Anstey—It is a gross contempt of your Lordship's Court.

The Judge—I don't see how he can get rid of his liability by making over his interest in the association.

Mr. Anstey—He deprives himself of his right of complaint, but it does not do away with his liability.

The Judge—The circumstance that Kessowjee renounces all interest in the concern, and yet afterwards authorises the petition, throws the gravest suspicion upon the *bona fides* of the petition.

Mr. Anstey—How Kessowjee, who has no interest in the matter, can authorise Rahimbhoy to prosecute the petition I leave to your Lordship to judge.

The Judge—Kessowjee has made no affidavit.

Mr. Anstey—No; nor has Cassumbhoy Dhurumsey. Kessowjee in December 1868 sells all his interest to Cassumbhoy, but in August 1871 he revokes without any authority his assignment and appoints Rahimbhoy over the head of Cassumbhoy. Therefore it comes to this: that the only person who is active in the matter is Ahmedbhoy, who was not a director of the company, and he follows the example of Kessowjee and gives a similar per. pro. to his brother Rahimbhoy. In the face of all this, we have an affidavit of Ahmedbhoy stating that he has parted with all beneficial interest in the concern—though not with his liability—and I say advisedly, because there is no other solution of the question possible, that Ahmedbhoy has put forward Rahimbhoy as his puppet and his tool, and that he is pulling the strings; and that his real object is the destruction and impoverishment of my client Nusserwanjee Ardasir Wadia. Your Lordship will see through it, and will not allow this Court to be turned into an engine of oppression. This is an attempt to turn out an official liquidator.

The Judge—One would require very strong evidence before one removes an official liquidator.

Mr. Anstey said the animosity between the liquidator and the guarantors arose from several causes, one of which was that he refused to sell 545 shares of the East India Bank in the possession of the Eastern Financial Association at a ruinous rate. Four petitions were presented against the liquidators of the Bank, Cassumbhoy Dhurumsey and Byramjee Cursetjee Ghandy, who had evidently been jobbing with the assets and acting *ultra vires* in dealing in their own shares. They had sold the assets to one Nursey Dewjee at a price equal to a distribution of seven rupees per share, and yet they paid Nusserwanjee Ardasir Wadia for his shares at the rate of one hundred rupees per share. Mr. Anstey urged that the parties before the Court were not the guarantors, and that the latter had assigned their rights and claims to others. They had no authority to transfer the guarantee or to delegate their functions to anybody. The Appeal Court considered that one guarantor was not sufficient, and by desire of the Court the second was added. They were chosen by reason of their position in society,—it was a personal preference; and the Privy Council confirmed the selection of the lower Appellate Court. There was no provision in the Court's order by which these persons could delegate their power and responsibility to any one. Nevertheless, those powers were delegated, and in 1871 two impostors turned up as guarantors in the person of Cassumbhoy Dhurumsey and Rahimbhoy Hubibhoy; and they had the audacity on one occasion to give notice to the official liquidator that they had exempted certain persons from payment of the call.

The Judge said that three months after the decision of the Privy Council, Kessowjee Naik transferred his powers as guarantor to another. As at present advised, his Lordship thought that was a contempt of Court.

Mr. Anstey said these guarantors had done little more than speculate. They purchased claims on the association of the value of thirty-three lacs, and having speculated therein, transferred their liabilities and retired.

The learned counsel next read the affidavits of Nusserwanjee Ardasir Wadia and Mr. William Watson, the manager to the liquidator, in reply to the affidavits of Ahmedbhoy and Rahimbhoy. Another series of affidavits by the latter and others were also read and commented upon at considerable length, but our space precludes us from going into them.

Mr. Anstey remarked that these men were blood-suckers enough without adding a Musquito to them; and yet a Dr. M. Musquito did appear upon the scene and caused the official liquidator the petty annoyance which the name itself imports. The learned counsel found it difficult to say whether one's indignation at the impudence of these men or at their petty shifts ought to predominate. In one instance, Cassumbhoy was distinctly charged with having appropriated Rs. 750 which he received from a contributory, and for which he had not accounted, and yet he does not come forward to deny, and makes no affidavit. The learned counsel submitted that the guarantors, regarded in the position of agent, or partner, or trustee, or master, were not entitled to any profit, and were bound to give an account of the moneys they had paid in their fiduciary capacity.

[TO BE CONTINUED.]

SECUNDERABAD MONSOON MEETING, 1872.

STEWARDS.—Major Barclay, Mr. Turner, Captain Rawlins, Major Hill, Major Rock, Captain Wodehouse, Captain Prendergast, Mr. Stewart.

SECOND DAY, SATURDAY, 10TH AUGUST.

THE HACK STAKES—Rs. 75 from the fund. For all horses; Arabs and Country breds, 10st. 7lbs.; others, 12st. ½ mile.

	st. lbs.	
Mr. Major's.....rn w g Warrior 10	3	Mr. Maunsell 1
Mr. George ns .....b w g Salem Scud-der 10	3	Capt. Ahmed. 2
Mr. Drummond's ...by w g Hunting Horn 10	3	Mr. Hill 3
Capt. Syed Ali Riza's.b w g Hackney 10	3	Owner .....dist.

Won easily by Hackney, but being overweight was declared to be distanced. Time—3 min. 45 sec.

THE OMNIBUS—Rs. 150 from the fund. 1 mile. For all horses. Weight for age and class: previous winners once, 7lbs.; twice or oftener, 12lbs. extra. Horses entered in the Derby or Sir Salar Jung's Cup excluded. Entrance Rs. 20.

	st. lbs.	
Capt. Syed Ali Riza's.g a g Wreck 9	4	Capt. Ahmed. 1
Mr. Major's.....b w g

armies; but, believing it to be true, or acting as if it was true, the Committee of National Defence sent such levies against the Germans, with what success the world has seen. The French Liberals had better lay aside as much as possible the precedents and phrases of the Revolution. If they wish sincerely to advocate a wise and moderate Republic, as M. Gambetta would give us to suppose, they will obtain a greater following by avoiding historical parallels. Let them exhibit the institutions of their choice as the result of present expediency, and not as a slavish imitation of a bygone time. In the Revolution grandeur of conception and real devotion to France were marred by the grossest political ignorance, by fanatical intolerance, by a childish pedantry and vanity, and by a mad ferocity which turned men and women into fiends. The incidents of such a time cannot be good strings to harp upon for those who would lead their countrymen in the establishment of new institutions.

SEWAGE IN TOWNS.

YESTERDAY (July 17) a meeting of municipal authorities and others, interested in remedying the nuisance of sewage in towns, was held in Stafford House, by the kind permission of the owner, the Duke of Sutherland. The meeting was very well attended, and the chair was occupied by his Grace. The immediate purpose for which the meeting was called was to discuss the plan of Major-General H. Y. D. Scott, for getting rid of such nuisances by fire; and to devise measures for applying the principle to the removal of the present difficulties. It might be as well to mention that General Scott's process is in actual operation at Ealing, and that the subject has been discussed by the Society of Arts and the Architectural Association, Conduit-street. The Chairman introduced the subject yesterday by expressing the pleasure with which he saw so large and intelligent a meeting assembled, and called on General Scott to explain his method of dealing with the question of sewage. General Scott then proceeded to give a sketch of his plan, and the method adopted by him, which he thus summarised:—The sludge must be taken out of sewage water before employing it for irrigation. If the sludge be allowed to deposit on the land, it choked the pores of the soil and created an intolerable nuisance. Subsidence and straining without proper chemical precipitation did not efficiently clarify sewage water. When filtration was necessary for the complete purification of sewage, the better clarified the sewage water the less was the area of ground necessary for the filtering bed. The best clarified sewage was also the best for irrigation. Sludge deposits, whether dried or not, had little or no value as manure. The chief manurial value of sewage passed off with the liquid. He quoted the authorities of Mr. Hawksley, Dr. Frankland, Mr. Bramwell, Professor Abel, Dr. Odling, and others in favour of the system. His plan of precipitating with lime, or lime and clay, and the conversion of the deposit into lime or cement by calcination was strongly recommended, and the cement thus produced was very valuable, General Scott adding that he was at present getting £3. 10s. a ton for it. The system was especially applicable to Birmingham. The plan of introducing the chemicals at a distance from the outfall, so as to mix them thoroughly with the sewage, cleanse the drains, and prevent the formation of sewer gases, was adopted. A great variety of remarks and questions on these several points, proceeding from Mr. Morgan (Barking) Mr. Hawksley, C. E., Mr. Rawlinson, C. E., Mr. Webster, Colonel Hogg, M. P., Mr. Bennett, Mr. W Hope, Mr. Jones (Ealing), Mr. Bromwell, C. E., Dr. Frankland, and others followed, which were answered by General Scott in clear and precise terms. There seemed to be a pretty general concurrence of opinion in favour of General Scott's system. The Chairman moved a vote of thanks to General Scott, whose plan of dealing with the sewage of large towns was the most practical and cheapest he had seen. He hoped to see it thoroughly examined and carried out on a larger scale. The motion was unanimously adopted. Mr. Graves, M. P., moved, and M. Cole, C. B., seconded, a vote of thanks to the noble chairman, who responded.—*Daily News.*

THE ANNIVERSARY OF THE TAKING OF THE BASTILLE.

THE Paris Correspondent of the *Daily News*, writing on Sunday night, July 14 says:—"The Republican population of Paris seems to be taking seriously Gambetta's injunction to observe the 14th July. Towards the east side of the town shops usually open on Sunday are religiously closed. The passage Saumur, connecting the Boulevart Sebastopol and the Rue Vivienne is given over to utter darkness. Even in those brilliant passages debouching on the Boulevart des Italiens, vendors of books, toys, and cheap nicknacks having a rapid Sunday sale, have shut up shop from an early hour, and gone to exchange Republican sentiments with friends and relation in restaurants and cafes. Excitable Democrats, who could not celebrate the taking of the Bastille in Paris without getting into trouble, have betaken themselves to those pretty dinner gardens along the Marne, at a short distance from Vincennes. The state of siege not reigning there, they are free to propose toasts and make political speeches. A Republican acquaintance, the owner of a large iron factory near Belleville, is giving a banquet to his clerks and workmen at his country house, near Nogent. The principal table ornament will be a gigantic model of the Bastille in confectionery, which is to be demolished for the benefit of the workmen, and washed down to the tune of the "Ca ira" with Burgundy ordinaire. In Paris there is not the least sign of angry effervescence. Strong patrols, however, are being sent into the fighting faubourgs. This precaution seems to me unnecessary. Thiers is now very popular among that part of the Republican population which has not gone into socialism; and the advanced extreme Reds, who do not like him, are too much cowed to raise their voices against him. The *Siecle* taken the anniversary of the 14th July very quietly; but there is hardly a word about anything else in the *République Francaise*, whose erudition on the taking of the Bastille would be of immense value to an historian seeking materials for a work on the First Revolution. M. Spuller has disinterred for the occasion a strange character, well worthy of a place in Carlyle's revolutionary gallery. I mean the mason Palloy, who had in 1789 already worked up to the rank of builder. When the news ran through the Quarter of the Innocents, where his timber yard was situated, that the mob had taken the Bastille, he was able to reinforce it with a band of masons and had men, who undertook to demolish that ancient fortress. Palloy was worthy of belonging to the State which produced the mahogany nutmegs. He made a fortune out of the *souvenirs* which he manufactured from the stones, doors, and chains of the Bastille, married his daughter to an aide-de-camp of Napoleon, and was the enthusiastic supporter of the different Governments which ruled France from the reign of Robespierre to that of Louis Philippe. The *Gaulois* has a clever article, by M. Léonce Dupont, on the banquet at Ferté-sous-Jouarre, where the spirit of Baudin is brought by M. Dupont upon the stage. The *Reppel* gives a letter of M. Louis Blanc to a Republican Committee of Saumur, which invited him to preside at a grand Bastille banquet they were organizing in that town. M. Louis Blanc was unable to accept the invitation, he being engaged for a 14th July dinner in Paris. But as his letter is nothing short of a profession of political faith, it has been no doubt read at dessert, and drawn down the plaudits of the Saumur patriots."

PARIS, July 14, Evening.

The Democratic banquets which were arranged to take place to-day in Paris, under the presidency of M. Louis Blanc, in celebration of the anniversary of the taking of the Bastille, have been prohibited by General L'Admirault. The Prefects of Lyons, Marseilles, and Nimes have prohibited similar banquets or other public demonstrations taking place in those cities to-day. It is stated that manifestations are equally forbidden in Bordeaux, Lille, Rouen, and other large towns. M. Louis Blanc declined to preside at the banquet at Saumur, being engaged to preside in Paris The *Republique Francaise* announces the presence of M. Gambetta at the banquet at La Ferte-sous-Jonarre to-day. The *Republique Francaise* will not appear to-morrow, in honour of this anniversary. The Radical press give great prominence to the anniversary, and regard the declarations of M. Thiers on Friday as constituting the definitive establishment of the Republic.

LA FERTE-SOUS-JOUARRE, July 14, Evening.

At the Democratic banquet in celebration of the anniversary of the taking of the Bastille held here to-day, M. Gambetta, replying to the toast of his health, adverted to the efforts of the men of the First Revolution, which, he said, should stimulate the present generation. He vindicated the Revolution against the calumnies of its enemies, and denounced the league between the Church and Monarchy against the Revolution. He warned Republican party against adversaries who seek to divide it. M. Gambetta said it was necessary to reconstitute the union of the middle classes, and to re-establish the moral and material greatness of France by secular and obligatory instruction, universal military service, and the definitive foundation of the Republic by the federation and co-operation of the inhabitants of town and country. M. Gambetta alluded to the conservative character of the Republic, which, far from denying the rights of property, gave it its true basis by proclaiming the right to possess real property. He particularly insisted on the necessity for strenuous efforts in favour of conciliation, to be crowned by an amnesty. His speech was warmly applauded.

BORDEAUX, JULY 14.

The Republican banquet held here to-day in commemoration of the taking of the Bastille was attended by 3,000 persons, including several municipal councillors. Speeches were made in honour of the 14th of July, 1789, and several toasts were proposed to the Republic and liberty, and were received with enthusiasm. M. Gambetta's name was received with great enthusiasm. Order was not disturbed.

MARAVILLA COCOA.—Opinions of the Press.—"Those who have not yet tried Maravilla will do well to do so."—*Morning Post.* "It may justly be called the perfection of prepared Cocoa."—*British Medical Journal.*

MARAVILLA COCOA.—The *Globe* says, "Taylor Brothers' Maravilla Cocoa has achieved a thorough success, and super-cedes every other Cocoa in the market. Entire solubility, a delicate aroma, and a rare concentration of the purest elements of nutrition, distinguish the Maravilla Cocoa above all others. For Invalids and Dyspeptics, we could not recommend a more agreeable or valuable beverage."

HOMŒOPATHIC COCOA.—This original preparation, which has attained such a world-wide reputation, is manufactured by TAYLOR BROTHERS under the closest homœopathic advice aided by the skill and experience of the inventors, and will be found to combine in an eminent degree the purity, fine aroma, and nutritious property of the fresh nut.

SOLUBLE CHOCOLATE, made in one minute without boiling. The above articles are prepared exclusively by Taylor Brothers, the largest manufacturers in Europe, and sold in tin-lined packets only, by Storekeepers and others all over the world. Steam Mills, Brick Lane, London. Export Chicory Mills, Bruges, Belgium.

THE POSITION OF THE BRITISH COAL TRADE.

(*Daily News*, July 15.)

IN a former article the position and prospects of the British iron trade have been fully discussed; we will now consider the state of an allied industry—the coal trade. During the last few months fuel of all kinds has increased in price to such an extent that serious apprehensions are now entertained, especially by those deeply interested in domestic consumption, lest next winter should bring us a great dearth of coal, and prices so high that the whole British public will be put to no small inconvenience and to enormous expense for fuel alone. The remarkable advance that has taken place in all kinds of iron goods, has only made itself felt in an indirect manner by the majority of house-holders. These things are not articles of prime necessity, and, if need be, their purchase may in many cases be postponed or avoided. But coal is a most important item in domestic expenditure. Every house, whether belonging to rich or poor, requires a considerable amount of fuel, even apart from that needed for more than half the year to keep up the temperature in this not over-genial climate of ours. Month by month the cost of coal has gone on steadily increasing in all parts of the country. Even in the mining districts a great scarcity of fuel prevails. It is reported that almost within sight of collieries raising large quantities daily, it is often impossible to obtain supplies for local consumption, unless after considerable delay, and at prices that would have been regarded as purely visionary a few years ago. Manufacturers, particularly those who are compelled to use a great deal of coal, complain that their works are frequently put on short time, or partial work, in consequence of insufficient supplies of fuel. In the iron-making districts this state of things is said to be a common occurrence. Nor is the demand for coal confined to this country alone. The statements made with respect to foreign countries correspond in general terms with what prevails here. The result is that we have plenty of customers anxious to buy as much coal from us as is possible. The increase in steam shipping, especially for the longer voyages, has led to the consumption of much more steam coal than was formerly the case. This has to be carried out to the various coaling stations, from South Wales, the North of England, and other places; for although we have repeatedly heard of late of the discovery of extensive deposits of coal in India, China, South Africa, and other places, very little of this has yet been made available even for consumption in the immediate localities, much less for export to the nearer coaling stations. Supposing it should turn out that good coal really exists in the countries above mentioned, many years will be required in developing the supply Railways will have to be constructed, mining appliances will have to be taken out from this country, and men will have to be got to open up the workings; so that we may disregard the influence of new discoveries of coal in distant parts of the world when considering the immediate prospects of the coal trade. The proprietors of mines, finding fuel in so much request, and being able to sell as much as they could raise, naturally began to raise their prices when the present times of excitement began to influence the iron and coal industries. The men—first in one locality, then in another—agitated for shorter hours and higher wages; concession after concession was made; advance after advance was announced in price, until we have arrived at a period when any further material increase in price would seem to be impracticable, unless indeed a speedy collapse of industrial activity is to be brought about. Such is the state of things that has to be considered in the middle of summer, when, of course, the consumption of coal for domestic purposes is comparatively small. It may be safely asserted that as a general rule coal of all kinds is now nearly double the price it was a year ago; and consumers are naturally apprehensive that as the winter approaches further advances will take place. In order to arrive at some trustworthy conclusion on this important point it may be desirable in the first place to inquire into the causes that have led to the great and unexpected rise in the price of coal in all parts of this country, and abroad.

The coal fields of Great Britain are pretty well defined; but in some of these the minerals originally lay very near the surface, and existed in great abundance. In South Staffordshire, for instance, the magnificent Thick, or Ten-yards Coal, was found at depths that allowed it to be worked at small expense. There were also several other good seams of coal very little deeper. But the best portions of these valuable deposits have been worked out. In many parts of that once rich mineral tract, the mines are exhausted, and the pit mounds are fast being converted to agricultural purposes, though thousands of acres yet remain an almost desolate waste. The resources of the district are not, however, yet used up. Mines are being sunk to greater depths round the confines of the coal field, and already what was once regarded as the whole of the available area, has been vastly enlarged, whilst to judge from the report of the Royal Commission on Coal Supply there is every reason to expect that still further explorations may be judiciously carried on in the same direction. But under existing circumstances, even with improved modern appliances for mining purposes, it is increasingly expensive to raise the material, besides which it has now to be carried farther before it reaches the iron manufacturer, iron-founder, or engineer, whose works have been built with reference to the centres of population or to the laying out of means of communication when the older mines were in full operation. What we have said about South Staffordshire applies also to many other parts of the country. The coal has now to be won from greater depths, and has to be conveyed longer distances to the works where it is principally consumed. The quantity of coal raised year by year has gone on increasing in a marked degree for some years past, until a distinguished authority on such a subject, not many years ago, alarmed savans assembled at the Newcastle meeting of the British Association by hazarding the conclusion that in a comparatively short time all our available supplies of coal would be exhausted, and that we must contemplate the complete downfall of our manufacturing and commercial prosperity at no distant date. The assertion was certainly startling enough, and led to much discussion. Since then a Royal Commission has fully investigated the subject, and its report is calculated to reassure those who feared a speedy failure of our coal supplies. In the first place it is not regarded as probable that our consumption or extraction of coal can go on at any thing like the rate of increase that has characterised the last few years, in which there has been a vast extension of manufactures using large quantities of fuel, in the application of steam to all kinds of operations, and in other means of consuming coal. But in the second place, it appears certain that we possess much larger quantities of coal, at a depth from the surface that will allow of its being worked than the most sanguine anticipated. South Wales alone has enough coal to last the whole of England an almost indefinite period. Beneath the fertile undulating plains of new red sandstone that form large tracts in the Midland countries, coal is said to exist at a workable depth, and the area of many other coal tracts is likely to be extended by further researches underneath the newer rocks which have been deposited since the coal measures were originally formed. So much, then, for our available supplies. We have evidently no cause to alarm ourselves as to the immediate future; British skill and enterprise may be trusted to develop the mineral resources that exist; but in the nature of things, coal obtained from considerable depths must be more expensive to work than much of the material now being raised. It does not follow, however, that this increased expense in working necessarily implies that the cost of fuel to the purchaser is to go on rising, or even to be kept up to what it is at present.

One of the principal reasons for the recent advance in the price of coal is undoubtedly the sudden and unexampled improvement in the iron trade. As previously explained, this industry had been in only a fairly satisfactory condition for several years after 1866, but in 1869 it began to revive gradually, until last year it became exceedingly active. The demand for iron of all kinds has gone on improving ever since that time, and now it is far beyond the means of supply. The influence of this spurt in the iron trade soon made itself felt in the increased consumption of coal, more especially in certain districts. The North of England raises about one-fourth of the total quantity of coal produced in Great Britain. A large portion of this has for many years past gone to supply London and the South and East of England with fuel. It has also been extensively used for steam ship purposes; but more recently the development of the iron trade in Cleveland caused a sudden demand for coal for local purposes. The growth of a trade requiring now at the rate of, perhaps, not less than from five to six millions of tons of coal per annum, naturally gave a great stimulus to the coal trade of the North. In addition to this, however, we have to consider the rapid rise of the west coast hematite iron district. The blast-furnaces in Cumberland and Lancashire derive their fuel almost exclusively from the Durham coal field, and we are not overstating the case when we put down the present consumption of fuel in that locality at what will represent one million and a half tons of coal. Not only has the actual consumption for the local iron trade to be taken into account. In the north of England alone the new blast furnaces now in course of erection or contemplated would require nearly three-quarters of a million tons of coal per annum. New rolling mills would also represent a further increase in demand; and several blast furnaces about to be built in the west coast district would still further increase the quantity of fuel required. It is no matter of surprise, therefore, that the fuel question became a subject of vital importance in the whole north of England, and the natural result was that prices speedily went up. In South Staffordshire, South Wales, Derbyshire, the West Riding, and other parts of the country, the same causes operated to bring about higher prices of fuel. Wages were advanced from time to time, but the immediate effect of this was to reduce the quantity of coal brought up by a given number of men. The miners also went in for a systematic shortening of what was to constitute a day's work. Altogether it is asserted by practical men that the quantity of coal now raised is not more per man than about 60 per cent. of what was produced when trade was dull and wages were consequently much lower than they are now. This difficulty might be met by the employment of more men, but the men are not to be had all at once. It is true they are being drafted in to some extent from the agricultural districts; but pitmen want a good deal of training, so that the amount of relief thus to be obtained will be comparatively small and slow in its operation. At this moment the men have succeeded in some parts of the country in getting a reduction of the hours of labour to eight per day, whilst in all parts advances in wages are succeeding each other so rapidly that there seems no alternative but higher selling prices. The existing state of things will, however, be only temporary in its character. The iron trade has been many times before in a highly inflated state, but prices have afterwards receded to an exceptionally low point. Each time the reaction was sudden, and came from a quarter generally unexpected. So it will probably be in the present case. There is as yet no indication of the point from which the storm will break forth. Everything seems to indicate a continuation of the existing demand for iron and a high range of prices for some time. One of two things may, however, be expected to occur. Either prices of raw materials will be forced up to such a point as will effectually check consumption, or there will be a sudden collapse brought about by a political or a financial crisis. In the first event consumers will begin to be prevented by high prices from making purchases. Projectors of railways will let their schemes stand over for a time, railway companies will restrict their orders to the narrowest possible limits, merchants will not buy more ships than they absolutely require. When this state of things arises at a time when the iron works are prepared to turn out a maximum quantity of iron, the falling off in demand will soon cause severe competition for orders, and prices will speedily give way. In this manner, a fall in prices might take place much more rapidly than is generally thought possible. If the demand for iron should only slacken to a comparatively small extent the coal trade would immediately be affected, and things would soon come back to something like a normal condition. The influence of a financial or political crisis would be to bring down prices with a crash that must be most disastrous to all connected with the trade. As far as can be estimated, we incline to the opinion that the demands of labour for higher pay, the restricted hours of working, and the consequent increase in prices to an impracticable point, will before very long bring about a marked reaction in the demand for manufactures, in which coal forms an important item in the expense, and that thus we shall find the prices of coal gradually going down. At the same time it does not appear that it would be safe to speculate upon this change taking place at present. It is by no means certain that the highest point has yet been reached; if, however, changes take place as rapidly as they have done of late, a reactionary movement will shortly set in. It may safely be asserted that the coal-trade of this country was never before in such a state as at present, as far as prices are concerned, though under existing circumstances it is very doubtful if colliery proprietors and all connected with this industry were not making greater profits and were not in a much more satisfactory position when prices were at a more reasonable figure.

THE POPE AND ROME.

(*Daily News' Special Correspondent.*)

ROME, July 10.

I TELEGRAPHED to you the other day that again there is a probability of the Pope leaving Rome. Of course this does not imply in the least that the Pope will abandon the Vatican, but there is no doubt that the question is seriously discussed. The Pope half pledged his word that if a law abolishing the religious corporations were presented to the Italian Parliament, he would leave Rome. Now the bill is ready, and will be discussed as soon as parliament re-opens. What is the Pope to do? Monsignor de Merode continues to urge him to leave now that the weather is fine. Belgium, according to Monsignor de Merode, is the only country in the world where the Pope will feel comfortable. He himself possesses a splendid estate near Brussels, and that estate has been placed at the disposal of his Holiness. On the other hand, other influential personages are counselling him to remain here. There is no doubt that the Pope has not the slightest wish to leave, and in all probability he will not keep to his word, and when the law on the suppression of the convents is presented to Parliament will protest as energetically as possible, but will not leave the Vatican. Pius IX. has, during the last three days, been occupied looking over his private papers, and has even neglected to take his usual walks in the galleries and the gardens. This was the reason why several persons first suspected that something was going on. The *camerieri segreti* were not allowed to enter his apartments, though rare exceptions were made for a few of the intimate allies of the Jesuits. Cardinal Borromeo stated among other things the other day that it was the duty of all the Italian members of the Sacred College to prevent the Pope from leaving Rome. What the Ultramontanes insist on is that the future Pope shall not be an Italian. And what, of course, the Italian Cardinals are anxious about is, that the successor of Pius IX. may not be a foreigner. The clericals are in for it now. They have proclaimed open hostility, and must stand their chance. The Liberals of all shades of political opinion feel the necessity of uniting closely together in order to break the ranks of clerical reaction. A manifesto, or electoral programme, has been issued by the editors of three of the most influential clerical journals in Rome. The programme contains some strong protests against the new state of things; and the Catholic electors are summoned to violate the laws of the State, to commit perjury, to conspire against King, Parliament, and Constitution, in order that Rome may soon become again a Papal city.

VESSELS IN BOMBAY HARBOUR.

FOR LIVERPOOL.

1594 Euxine, Harrington—E. Bates & Co.
1500 Flying Venus, Logan—E. Bates & Co.
2377 Morning Light, Chaston—Lawrence & Co.
1354 Sir John Mandeville, Mathias—E. Bates & Co.

FOR RANGOON.

1072 James Livesay, Clark—E. Bates & Co.
1112 Wallace, Mitchell.

FOR CALCUTTA.

948 Marian Moore, Captain Dickson.
1043 Queen of India, Edwards.
1180 Stewart Lane, Jones—Owen & Okell.
1298 Tennyson, Hawkins—W. Nicol & Co.

FOR MAULMAIN.

1047 China, Mossman—Finlay, Muir & Co.

NOT FIXED.

IRON SHIPS.

1293 Bertram Rigby, Rutter—E. Bates & Co.
1284 William Fairbairn, Mackenzie—E. Bates & Co.

STEAMERS.

OVERLAND ROUTE.

1332 Delhi (s), Wilkinson—Mails, 23rd August.
2050 Nubia, Hall—P. & O. Co.—Mails, 16th August.

FOR HONGKONG.

1618 Delta (s).
1538 Emeu, Lee—P. & O. Co.
1080 Travancore, Eastley—P. & O. Co.—Next mail.

CANAL STEAMERS.

FOR TRIESTE, &c.

1280 Aretusa, Inchiostri—A. C. Gumpert.

NOT FIXED.

1567 Celia, Jeffrey—W. & A. Graham & Co.

COUNTRY TRADERS.

948 Alabama, Weir—Merwanjee Nusserwanjee.—For Rangoon.
1131 Arcot (s), Day.
380 Fez Rabanec—For Singapore.
432 Futtey Sultan, Nacoda.
620 Hyderee, Ashton.
769 Koina (s), Profumo—For Bushire.
205 Leticia, Nacoda—For Zanzibar.
681 Mala (s), Hanna.
585 Night Hawk, McDermott,—For Calcutta.
470 Sir Bartle Frere (s), Hibbert.
741 Sir Robert Sale, Eales,—For Calcutta.
364 Teazer, Nacoda.—For Chittagong.

ROYAL NAVY AND BOMBAY MARINE.

1874 Abyssinia, Palmer—(Harbour Defence.)
Briton, Jago.
Constance, Chapman.
472 Dagmar, Ensor—Steam Tug.
2187 Magdala, Jarvis—(Harbour Defence.)
Manora, Ensor—(Tug.)
308 May Frere, Warner—(Governor's Yacht.)
Semiramis.

BEST FOOD FOR INFANTS.—"H.R.H Prince Albert Victor thrives so well upon it that it must be very good."—*T. M. Kendall, Medical Attendant to H. R. H. the Princess of Wales.* "This food resembles Mother's Milk as closely as possible."—*Dr. H. Barker on Right Foods for Infants.* "Highly nourishing and easily digested."—*Dr. Hassall.* It combines the most valuable Flesh and Bone-forming Substances, and differs essentially from other farinaceous foods, which being quite unable to afford proper nourishment to a growing infant, frequently lead to a rickety and idiotic condition. Savory & Moore's preparation has also the advantage of being freed from the ground husk of the corn, which produces irritation of the bowels and intractable diarrhœa. No boiling or straining required. Sold in Tins prepared by Savory & Moore, 143, New Bond Street, London. Procurable of all Chemists, Storekeepers and Italian Warehous men.

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ESTABLISHED 1820.
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TREBLE WATERPROOF CENTRAL FIRE
PERCUSSION CAPS.
Chemically-prepared Cloth and Felt Gun Wadding.
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For Pin-fire and Central-fire Breech-loading Guns.
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" 3 do. ..... 1s. 10 15/16d. do.
" 1 do. ..... 1s. 10 13/16d. do.
" demand ..... 1s. 10 3/4d. do.
On Scotland and Ireland demand ..... 1s. 10 3/4d. do.
On Paris demand ..... 1s. 10 11/16d. do.
On Circular Notes payable in Egypt, Syria, the Continent of Europe, America, &c. ..... 1s. 10 11/16d. do.
No Drafts at six months' sight are granted for sums under £50. Sums under £20 are only drawn for on demand.
All Treasury Drafts, Hoondees and other orders for realisation, to be endorsed "Pay the Oriental Bank Corporation, or order."
Any information as to rules of business may be had on application at the Office, or by letter to the Agent.
Bombay, 6th August 1872.

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CURRENT DEPOSIT ACCOUNTS.
Interest is allowed on Current Deposit Account at 2 per cent. per annum on the minimum monthly balances up to Rs. 1,00,000, but no Interest will be allowed on balances under Rs. 1,000.
FIXED DEPOSITS.
The Bank receives Money on Fixed Deposits and allows Interest thereon as follows:—
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„Do do 12 do do 5 „
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By order of the Directors,
WM. A. BAKER, Acting Manager.
Bombay, 29th September 1871.

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LONDON BANKERS.
BANK OF ENGLAND. | LONDON JOINT STOCK BANK.
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And also on the principal Towns in the AUSTRALIAN COLONIES.
If desired, the Bank will send the Draft direct to the party whose address is given.
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DEPOSIT ACCOUNTS.
Interest at 5 per cent. allowed on Deposit subject to 12 months' notice of withdrawal.
INTEREST at THREE PER CENT. allowed on money placed in Deposit at seven days' notice.
INTEREST at FOUR PER CENT., subject to six months' notice of WITHDRAWAL.
LOANS granted on French Rente and other approved Securities.
All remittances to be endorsed "PAY COMPTOIR D'ESCOMPTE DE PARIS, OR ORDER."
HENRI DUVAL, Acting Manager.
14, Rampart Row, Bombay, 31st January 1872.

AGRA BANK (LIMITED).
CAPITAL—£1,000,000.
HEAD OFFICE—NICHOLAS LANE, LOMBARD STREET, LONDON, E.C.
BRANCHES.
BOMBAY. | CALCUTTA.
KURRACHEE. | MADRAS.
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HONGKONG | SHANGHAI.
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LONDON BANKERS:
THE BANK OF ENGLAND.
MESSRS. GLYN, MILLS, CURRIE & CO.
THE NATIONAL BANK OF SCOTLAND.
CURRENT ACCOUNTS.
INTEREST is allowed at 2 per cent. per annum on the minimum monthly balance up to Rs. 100,000. Should the balances fall below Rs. 1,000 at any time during the half-year, no interest will be allowed.
FIXED DEPOSITS.
DEPOSITS received for fixed periods on the following terms, viz.:—
At 4½ per cent. per annum, subject to 12 months' notice of withdrawal.
For shorter periods deposits will be received on terms to be agreed upon.
BILLS issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection.
SALES AND PURCHASES effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken.
Interest drawn, and Army, Navy, and Civil Pay and Pensions realized.
Every other description of Banking business and Money Agency, British and Indian, transacted.
All Drafts or Hoondies forwarded for realisation should be made payable to the Agra Bank, (Limited), or order.
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FRED. T. ATKINS,
Officiating Manager.
Bombay, 13th October 1871.

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FOR SALE, one PORTABLE STEAM ENGINE, 12 horse-power, with 2 cylinders (8½ in. diam.), and enlarged fire-box, complete, by MESSRS. RUSTON PROCTOR and Co.
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A FEW REAMS of first quality CREAM LAID DEMY, 21 lbs.—size 23 by 17½ inch.

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BOOK-BINDERS' SAW-BENCH.—This Machine is for sawing the backs of Books; and it is arranged for foot or steam power. Price Rs. 175, including seven Circular Saws and various-sized Washers for changing every quarter of an inch.
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[*Extract from Private Letter.*]
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BETTS'S name is upon every Capsule he makes for the leading Merchants at Home and Abroad,
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Manufactories:—1, Wharf-road, City-road, London, and Bordeaux, France.

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To prevent infringements, notice is hereby given, that Betts's Name is on every Capsule he makes for the principal Merchants in England and France.
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Manufactories:—1, Wharf-road, City-road, London, and Bordeaux, France.

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IS AN
EXTRACT FROM A LETTER
dated 15th May, 1872, from an old inhabitant of Horningsham, near Warminster, Wilts:—
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Remaining, Gentlemen, yours very respectfully,
To the Proprietors of L.S.
NORTON'S CAMOMILE PILLS, London."

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